

# THE ILLUSTRATED LONDON NEWS

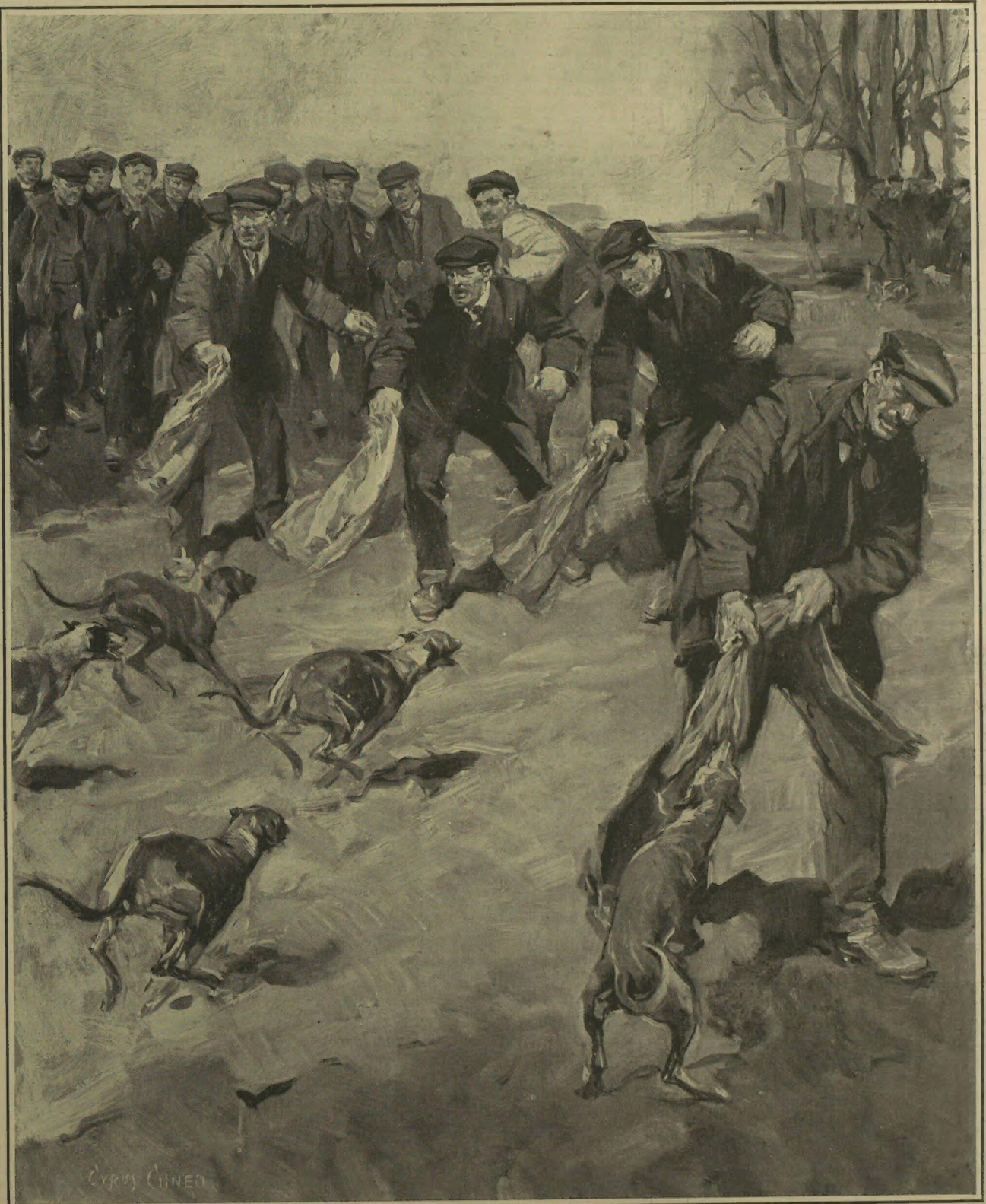
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SATURDAY, MARCH 9, 1912.

With Canadian Supplement Dealing With the Progress of Canada. SIXPENCE.

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## MINERS AMUSING THEMSELVES WHILE THE COUNTRY FEARS: STRIKERS WHIPPET-RACING— THE DOGS ABOUT TO WORRY THE "RAGS" AT THE FINISH.

So soon as the coal strike was declared, very many of the miners began to make holiday, pigeon-flying, watching football matches, crowding picture-palaces, shooting, and dog-racing. With regard to whippet-racing, here illustrated, it should be said that this is one of the miners' favourite amusements. As the merest puppies, the dogs learn to worry towels, called "rags." When a race is to be held, each dog, having been

weighed in, is taken to its handicap mark by its slipper, who throws it into its stride when the signal for "start" is given. The dog then runs up the course at full speed towards its owner or "runner-up," who is stationed at the winning-post, waving a "rag," to which the dog is trained to race. A whippet will cover fully two hundred yards in thirteen seconds. Much betting takes place on these races.

DRAWN BY OUR SPECIAL ARTIST, CYRUS CUNEO, R.O.I.



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## THE GREAT DOMINION OF CANADA.

OUR SPECIAL SUPPLEMENT.

WITH this issue we have much pleasure in presenting to our readers a second Special Supplement dealing, in a picturesque manner, with the wonders and beauties of the great Dominion which is as large as Europe, and which, it has been said, is destined perhaps in some future day to be the controlling power in the British Empire. Our first supplement on the subject of Canada, it will be remembered, was given a little over a year ago, with our issue of February 18, 1911. Many things have happened since that time, of great moment to the Empire, but nothing of greater importance and interest than the ever-increasing development of Canada. It would take many Special Supplements to exhaust the interest of this great movement, and of the wonderful land in which it is taking place.

## PARLIAMENT.

SEVERE comment was made by Unionists on the Government's support of a Bill for the abolition of plural voting, and it was suggested the latter intended to break their promise to the advocates of Woman's Suffrage by not proceeding with their own Electoral Reform scheme. The Supplementary Estimates, which were minutely examined last week, were followed during the present week by the Army Estimates, and Colonel Seely explained an aviation scheme which, it was hoped, would enable this country to hold its own in the air, as it had done for centuries by land and sea. There was, as he explained, to be a Flying Corps, embracing soldiers, sailors, and civilians, and the scheme involved the purchase of 131 aeroplanes. The House passed rapidly on Monday from a solemn, patriotic view of the miners' strike to sharp partisan controversy on the Army. Mr. Asquith's firm, impressive statement of the coal conference was listened to in sympathetic silence; there was a general response to his appeal to all classes of the community to shorten "this terrible national calamity"; and Mr. Bonar Law, in turn, assured the Prime Minister that the Opposition would do nothing to increase the Government's difficulties in the matter. But immediately afterwards controversy broke out between the Front Benches with reference to the Unionist leader's assertions at the Albert Hall concerning the arming of our Army. Soon after this episode the Ministerial majority, which has been unreliable, fell to 30. This was on an amendment moved by Mr. Will Thorne with reference to the conditions of Army contracts. The Labour party hailed the announcement of the figures with cheers, but no great importance was attached to the smallness of the majority in a House of only about one-third of its proper size.

## MUSIC.

THE return of Heer Mengelberg to London provided the musical treat that was expected. The occasion found the famous Dutch conductor and the London Symphony Orchestra in their best form, and the evening will find a place among the treasured musical memories of the year. Mengelberg has had a long and intimate association with the music of Richard Strauss, and conducted the "Heldenleben," which is dedicated to him, without a score, and, as far as one could tell, without any occasion for one. Exquisite, too, was his interpretation of Schubert's Unfinished Symphony. Franz von Vecsey was the soloist of the evening, and the Violin Concerto by Max Bruch was well chosen to display his powers. He is one of the young violinists who may claim to have fulfilled the promise of his youthful days. He gave one recital on the Wednesday at Bechstein's, and is giving another this week.

M. Raoul Pugno is one of London's favourite pianists and never fails to justify the esteem in which he is held. There is a charm about his playing that is associated as much with personal modesty and respect for masterpieces as it is with a sound technique and a masterly understanding of the composer's intentions. His playing of Mozart takes rank with Pachmann's interpretation of Chopin and Lamond's reading of Beethoven, although, of course, the three players have little in common. M. Pugno provided the chief attraction at last Saturday's concert of the Queen's Hall Orchestra, and gave the Saint-Saëns C minor Concerto. Still more attractive was the Brandenburg Concerto in D for pianoforte, flute, and strings. Josef Holbrooke's "Three Blind Mice" variations, and Debussy's "Après Midi d'un Faune" were included in the programme.

The alliance between music and the music-halls is growing more and more pronounced. Not only is Bizet's "Carmen" seen in a ballet version, admirably set out, at the Alhambra, but Mr. George Edwardes is giving a compressed version of "The Geisha" at the Palace Theatre, Mascagni is conducting his "Cavalleria Rusticana" at the Hippodrome, and on Monday the Imperial Masque to be known as "The Crown of India," written by Henry Hamilton and set to music by Sir Edward Elgar, will be produced at the Coliseum.

Mr. Oscar Hammerstein brought his season to a close last week. The original twenty weeks have been reduced by five, and of the original twenty-nine operas set down for performance, seventeen remain unproduced; but doubtless these changes are due in part to the call of the summer season, which will open on the 22nd of April, two days after Covent Garden, and close about the middle of July. The novelties will include the Drysdale-Armyll "Fionne and Tera," and the Holbrooke-De Walden "Children of Don."

## THE PLAYHOUSES.

"MILESTONES." AT THE ROYALTY.

IN two of the most interesting of his novels, "The Old Wives' Tale," and "Clayhanger" Mr. Arnold Bennett reveals a wonderful capacity for catching the manners and frames-of-mind of different periods and the antagonism of growing-up children and their parents. It is just such a family chronicle, elaborated through three generations, which Mr. Bennett and his collaborator, Mr. Knoblauch, of "Kismet" fame, aim at and succeed in presenting in the delightful comedy to which they have given the name of "Milestones." Obviously a play the action of which covers fifty years cannot hope to have what is ordinarily understood as a plot, but the three little stories or dramas of love in different generations, in 1860, 1885, and 1912, to which the acts are devoted respectively, have a sufficient connection of idea and retain a sufficiency of characters all through—three, to be exact—to secure unity of impression and continuity of interest. The mere contrasts of costumes and house-decorations—we see one room differently upholstered—are a treat in themselves; but we have also contrasted love-making of this and the two previous generations. The authors have had luck in their interpreters. As young lovers, middle-aged parents, and Darby and Joan, Mr. Dennis Eadie and Miss Mary Jerrold are equally natural. Miss Haidee Wright does wonders in indicating the tragedy of an old maid's life; and, not to mention many other admirable performances, those of Miss Evelyn Weeden and Miss Gladys Cooper, as two of the heroines, deserve to be singled out as charming. If only for its freshness of idea and its consummate virtuosity, "Milestones" ought to prove an enormous success.

"THE CHALK LINE." AT THE QUEEN'S.

It is the notions behind Messrs. Fabian Ware and Norman MacOwan's new play, "The Chalk Line," that make it interesting and worth attention rather than the mere story, which shows us active patriotism atoning for the mistakes of an idealist, and advocates of war trying to obtain control of an invention designed to do away entirely with the cult of militarism. In other words, though our sympathies may go out to Captain Greig—who, just in the nick of time, prevents the inventor's secret from passing into the hands of his country's enemies, Lord Strahan, the enemy of war, the convinced humanitarian, the believer in international arbitration, is the character who appeals to our intelligence. For this Peer—equipped as he is with the means of putting a whole fleet of Dreadnoughts out of action, and resolved as he is to use them only on behalf of threatened weakness and in the cause of peace, represents those new ideas of our time which seem as dangerous to the well-being of existing society as they are theoretically amiable. Lord Strahan falls a victim to the wiles of a very obvious foreign adventuress, the Countess Derada. The Countess nearly carries off the secret which would have brought about the downfall of England just at the moment when foreign guns are booming on her sea-board and she is threatened with a general strike at home. The threat of the strike came home to us on the black Saturday of last week, and the sound of the invading fleet's cannon produced a very realistic effect. But the general scheme of the play is sensational, and not all the gallantry of Mr. Kenneth Douglas's Captain Greig, or the clever affectations of Lady Tree's foreign Countess, or the other-worldly airs of Mr. France's peace-at-any-price fanatic, or the agreeable acting of Miss Lydia Brook, can conceal the artificiality of the material on which their talents are employed.

"A MEMBER OF TATTERSALL'S." AT THE WHITNEY.

Stock types, stock scenes, and all the familiar machinery of stage-land are employed in the so-called sporting comedy which Captain Browning has written for the Whitney Theatre, under the title of "A Member of Tattersall's." Here once more we meet the maligned hero, the villain of noble birth, the rich and beautiful girl whom the villain cozens into marriage, the comic man (made in this case a racing tout) who exposes villainy, and the adventuress who lends her aid to rascally plots and finally repents in a costume that shows her mourning for her misdeeds. The refreshing feature of the play is its portrait—very much idealised, one suspects—of an upright and kindly book-maker, whose goodness of heart is as conspicuous as his ignorance of the customs of society. His amiable eccentricities, as represented by the art of Mr. Rutland Barrington, are productive of much pleasant laughter, and though he may be only a fiction of the author's fancy, Mr. Perks, as the popular comedian shows him, reconciles us not a little to his conventional surroundings.

"THE MONK AND THE WOMAN." AT THE LYCEUM.

Melodrama is an entertainment the experienced playgoer does not scrutinise too closely. Consistency or subtlety of character-drawing, plausibility of action, logical arrangement of plot he will not, or should not, expect. Mr. Frederick Melville is rather too long getting to his story in his new romantic drama, "The Monk and Woman," but meanwhile cloisters, cells, and the rest provide a novel element of picturesqueness in setting. Slow, too, though Mr. Melville may be in starting his scenes of excitement, when once they begin they proceed with lightning-quick rapidity. Were we to take his work seriously we might resent not only the spectacle of two men in religious habit making love to women, but also his picture of a king appearing drunk upon the stage, owing a mistress and making overtures to innocent ladies, not to mention a certain freedom of speech put into the mouth of a princely libertine. Such considerations suggest themselves in connection with certain passages in the play, but then it is not necessary to view such work seriously, and at least Mr. Melville's play provides stirring situations, ingenious surprises, and a history of love that is full of alternations of fortune. Mr. Basil Gill as the novice, Mr. Basset Roe as the wicked king, Mr. Austen Milroy as his still wicked courtier, Mr. J. T. Macmillan as a genial monk, Miss Marie Polini as the much-tried heroine, and Miss Frances Dillon as the king's paramour, all labour successfully to interpret the melodrama melodramatically.

## TERMS OF SUBSCRIPTION

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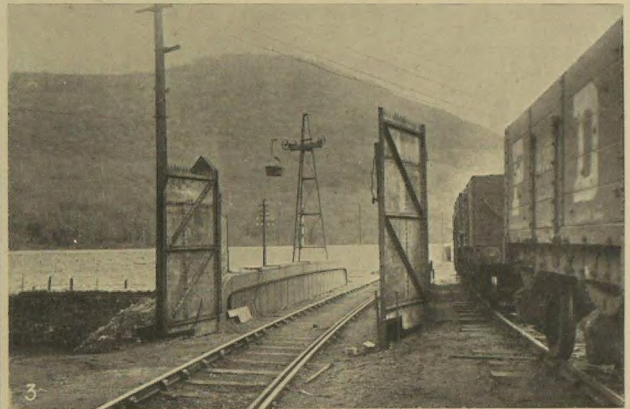
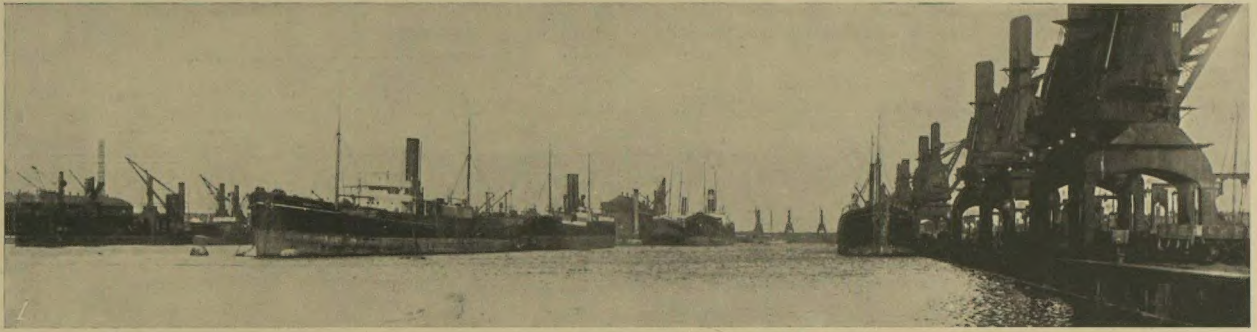
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# "THE BLACK STRIKE": THE TRADE-STOPPING COAL WAR.

PHOTOGRAPHS BY SPORT AND GENERAL, G.P.U., TOPICAL, ILLUSTRATIONS BUREAU, AND C.N.



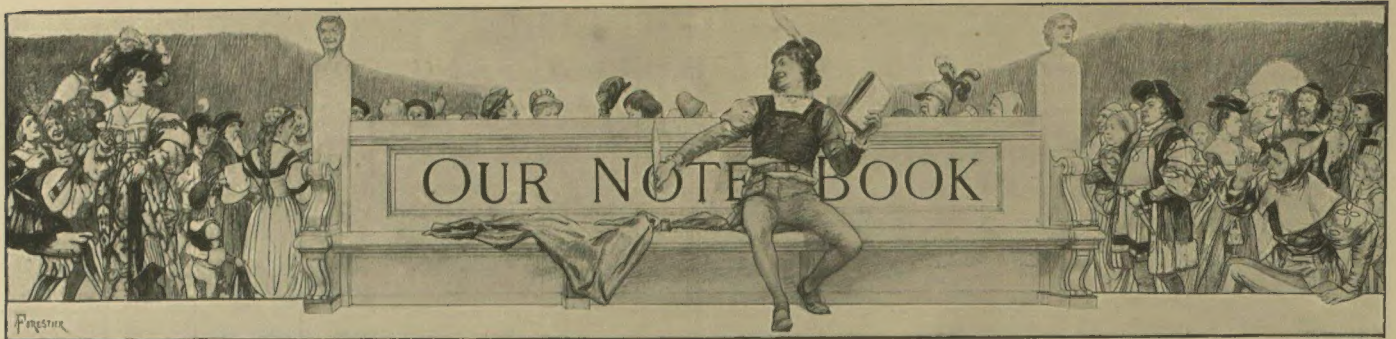
1. RENDERED IDLE BY THE COAL STRIKE: GIANT ELECTRIC CRANES AND COLLIERIES AT REST IN THE ALEXANDRA DOCK, CARDIFF.
2. SPORT FOR WHICH THE MINERS HAD AMPLE OPPORTUNITY WHEN THEIR STRIKE "HOLIDAY" BEGAN: SHOOTING AT PONTYPRIDD.
3. PRECAUTIONS IN THE DUFFRYN DISTRICT: IRON GATES BUILT ACROSS THE MAIN LINE LEADING TO A COLLIERY, WITH THE IDEA OF KEEPING OUT ANY INTRUDERS.
4. BEGINNING THEIR "HOLIDAY": MEN LEAVING A GRASSMOOR MINE, NEAR CHESTERFIELD.

It was calculated the other day that 1,050,000 British miners were on strike. The following figures as to those directly affected by previous coal disputes are most interesting. They are taken from an excellently full table in the "Daily Mail." In 1810, 8000 were concerned; in 1831-32, 12,000; in 1844, 40,000; in 1864, 37,000 and 20,000; in 1873, 60,000; in 1875, 70,000; in 1877, 30,000 and 14,000; in 1878, 70,000; in 1880-81, 50,000 and 60,000; in 1891-92, 75,000; in 1893, 90,000 and 300,000; in 1894, 70,000;

5. A PIT-PONY AT UNUSUAL WORK: A PONTYPRIDD PIT-BOY TAKING A MORNING RIDE.
6. A STOCK OF FOOD BEING LAID IN AT A GLAMORGAN COLLIERY: PROVISIONS ARRIVING FOR OFFICIALS.
7. HELD UP DURING THE STRIKE: TRUCKS OF COAL IN THE BERNARD ROAD SIDINGS OF THE GREAT CENTRAL RAILWAY COMPANY AT SHEFFIELD.
8. AWAITING THE MINERS' RETURN TO WORK: ENORMOUS QUANTITIES OF PIT-PROPS ACCUMULATED IN CARDIFF DOCK.

in 1898, 100,000. The duration of the disputes varied from five weeks at the least to four months (in 1864) at the most. With regard to the seventh of the photographs on this page, it should be said that during the early days of the strike the Great Central Railway Company held up at the Bernard Road sidings all the coal which in the ordinary course would be brought into Sheffield by their line. The railway officials stated they had received word from Manchester that the coal was to remain where it was pending further instructions





By G. K. CHESTERTON.

THE typical magistrate's moral rebukes do not increase his moral authority. His decision may sometimes be sensible; but his reasons are almost invariably silly. People protest against Mr. Plowden's jokes: but Mr. Plowden's jokes, though not so funny as Mr. Fordham's reflections, are often really humorous enough. But when it falls to a magistrate to touch on the moral and social principles underlying the laws, he generally seems to me to have no principles: to be (not in the moral, but in the more dreadful intellectual sense) an utterly unprincipled man. There could not be a better example than the stale cant about the "sentimentality" of light sentences or prison reform, which was raked up again the other day out of its rubbish-heap. It is obvious, of course, that this talk against sentimentalism is itself sentimentalism of the very sloppiest sort. It is sentimentalism in this vital sense, that it is the slave of associations and not of equally applied ideas; that it is unprincipled. It is full of unconscious favouritism and frivolous prejudice; class can irritate it and sex can weaken. It honestly feels that ragging in Poplar is a breach of the peace, while ragging at Oxford is a joke. It honestly feels that a navvy swearing is public profanity, while a colonel swearing is "private life." The magistrate has no definition of blasphemy or breach of the peace; he has no mental test that could be applied to a multitude of cases. He has only a life-long emotional association which somehow connects together poverty and pokers and prison, while it also connects together money and magistracy and moral rebukes. This is to be a sentimentalist; and there are some particularly tearful specimens on the Bench. Now, I maintain, with all modesty, that I am not a sentimentalist; and that I do not like sentimentalism. I think it is sentimentalism to object altogether to the idea of retribution and expiation in this wicked world. What is wrong with modern English punishment is not that it is punishment; it is not even that it is severe punishment. It is that it is systematically applied to the wrong people in the wrong way and for the wrong offences. The weakest thieves are punished with a perpetual, petty, and utterly fruitless persecution. The strongest thieves are never punished at all.

A man is sent to prison for five years for stealing an absurd door-mat; a man cannot be sent to prison for a day for forestalling and starving a province; for which in the Middle Ages he would have stood in the pillory. Modern English punishment is wrong, in short, because it is really sentimental. It goes by cloudy connections of feeling; especially social connections and class feeling. It is sentimental to talk (as do the Labour Leaders, those squires of dames) about the disgrace of delicate and refined ladies going to prison like anybody else. The complaint means, if it means anything, that ladies and gentlemen are above the law. It would be sentimental to lament long for the beheadal of that delicate and refined lady, the Marquise de Brinvilliers, who poisoned all her friends for fun. But it is not sentimental to be sorry or angry when a poor old washerwoman is made a convict for neglecting children whom she had no time to tend and no food to give. To object to this is not to be sentimental or even emotional; it is to be rational. There is a contradiction in cold reason. Her hard case is a hard fact. The sentimentalist is he who shuts his eyes to its ugliness; not he who looks it in its ugly face and calls it by its ugly name. Suffragists and Socialists of the "moderate Labour Leader" sort are, doubtless, largely unconscious that they are influenced by a curious mixture of snobbishness and romance. Yet the test is easy: they do not play the squire of dames for the washerwoman.

Indeed, it is curious to compare the senile intolerance with which very reasonable protests from poor prisoners are often received by the Bench, with the



Photo, C.N.

NARROWLY MISSED BY REVOLVER-SHOTS IN THE CITY, BUT UNHURT: MR. LEOPOLD DE ROTHSCHILD.

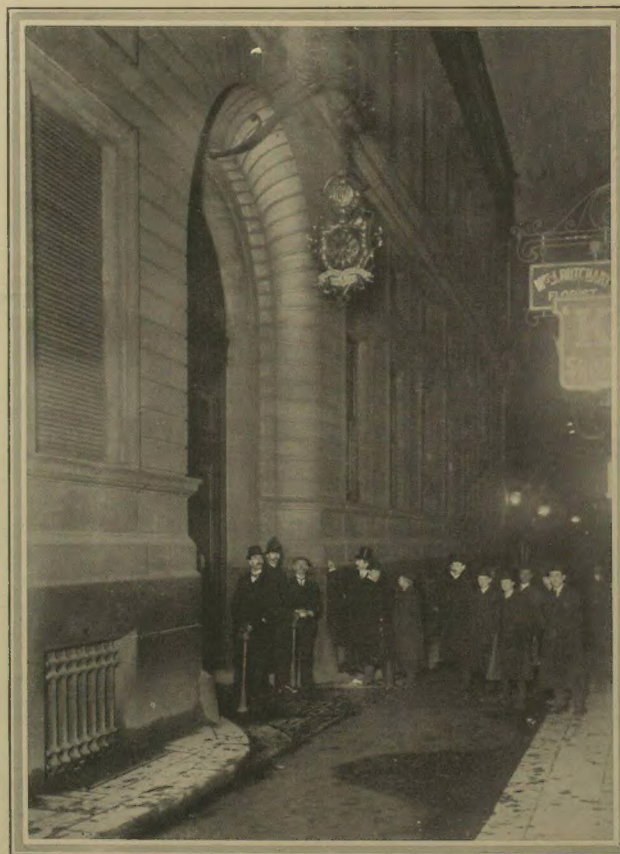
spacious oratorical explanations employed and enjoyed by Mrs. Pankhurst at her recent appearance in Court. With a

crazy lack of all perspective notable in her sect, she compared her little window-tapping tomfoolery with the national nightmare of the Coal Strike; and, having compared them, said they were quite different because the miners had votes. A more pathetic piece of political confusion it would be hard to conceive. It might have occurred to Mrs. Pankhurst that the very fact that the miners are striking instead of voting throws some light upon the modern value of a vote. Women are to smash everything to get something; and it is a thing which men who really want something disdain even to use. If a million voters are valueless for extorting an admitted principle from a microscopic minority, one may be allowed to doubt whether a vote is as valuable a thing as a window.

All this, however, was delivered in court with a dignity and leisure certainly not permitted to the poor wretch who tries to explain that he thought he had paid for the goods that he had pawned. It is this curious chaos of favouritism that runs through our legal system and makes it more and more impossible every day. Unfortunately, the evil grows apace, because both kinds of superior person assist it. The plutocratic superior person likes anarchy, because in anarchy the proudest and greediest person always gets on top. The idealistic superior person also likes anarchy, because he is not obliged to accept the authority of anything—even the authority of what he has said himself five minutes before. Hence, the capitalists dislike law and call it "Socialism"; the cranks dislike law and call it "Dogma." Both dislike the idea of any intelligible rule which can be applied to all cases; and this applies to the most brilliant as well as the dullest in the governing classes. Mr. Skimpole and Mr. Nupkins are at one in their deep desire to be allowed to do anything they choose. The notion that they are both citizens, and that the city has lawful authority, would be equally irritating to both. Mr. Skimpole wants to be above the law that he breaks. Mr. Nupkins, even more earnestly, wants to be above the law that he administers.

And Mr. Nupkins, the magistrate, really goes on as if he were above the law that he administers. His tone and manner are those of a man making up the laws of a nation as he goes along; and not merely its laws, but its fundamental legal principles. "Let me make the ballads of a nation and anyone may make its laws," said the Scottish writer. "Let me make the sentences and anyone may make the laws"—that is the first and last word of Nupkins.

As for the usual improvements proposed or implied by Mr. Fordham and others, they are really quite pointless because they are mere extensions of an existing mistake. Heavier sentences, longer detention, indeterminate imprisonment, perpetual imprisonment, are all mere exaggerations of the thing that has already failed. The extension - of - imprisonment theory is rather like sending a naughty boy to bed, and then sending a naughty boy to two beds. It might save the police a certain amount of trouble to keep a man in prison for a ten-years sentence instead of for two five-year sentences; but we are not supposed to be saving the police from trouble, but, so far as possible, the community from crime. And nobody has ever given anything even remotely resembling a reason for supposing that prison discourages a man from burgling except in the sense that he cannot do it while he is there. We are, therefore, driven back on the notion either of the perpetual imprisonment of everybody who has ever been in trouble about property (that is, of a vast mass of the poor), or else upon refunding our moral system upon something faintly resembling a real dislike of wrong.



Photo, Illustrations Bureau.

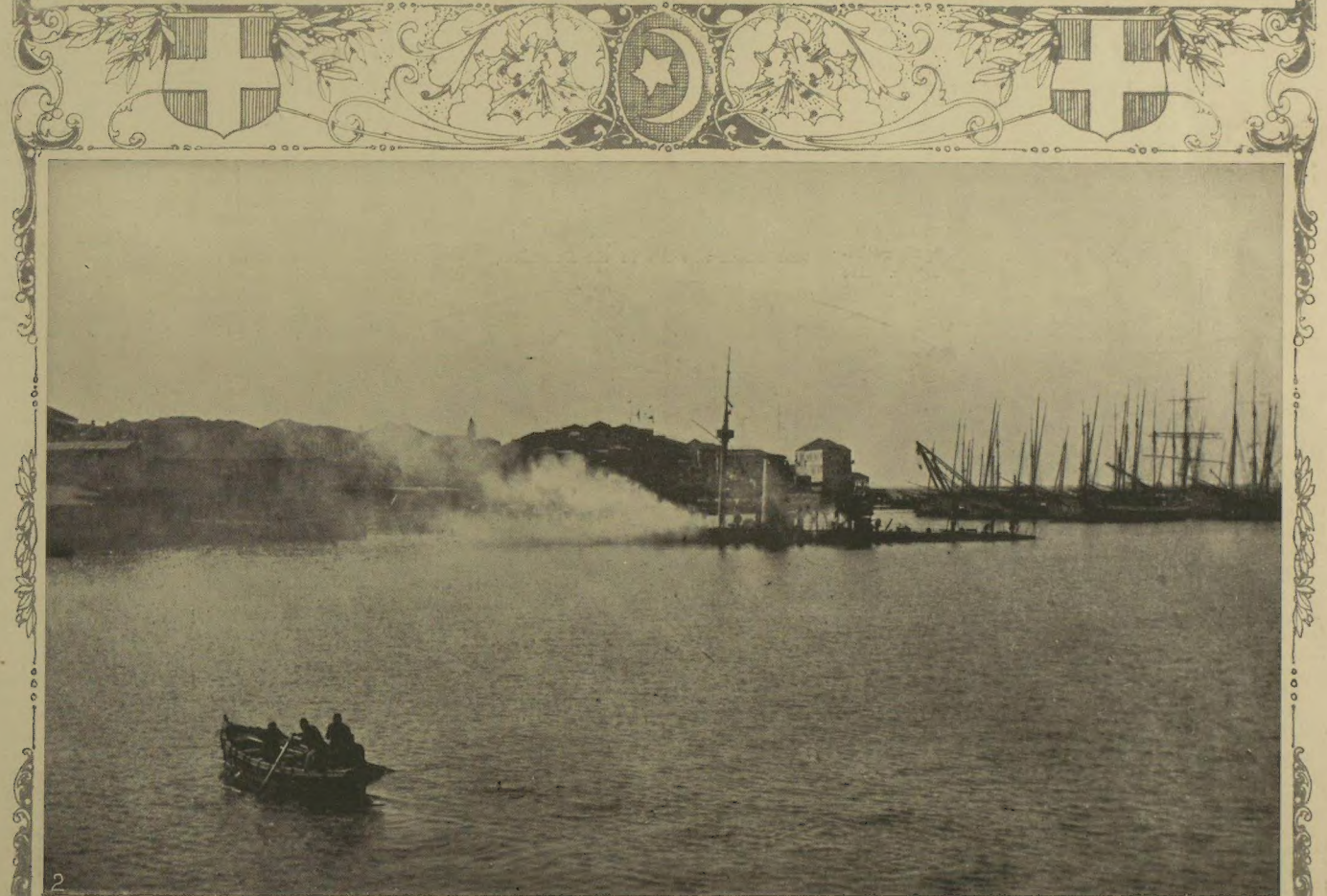
THE SCENE OF THE REVOLVER OUTRAGE AGAINST MR. LEOPOLD DE ROTHSCHILD, THE ENTRANCE TO NEW COURT, ST. SWITHIN'S LANE.

Mr. Leopold de Rothschild, brother of Lord Rothschild, and partner in the famous banking firm of Messrs. N. M. Rothschild and Sons, had a wonderful escape from death a few days ago. At five o'clock on March 4 he was leaving the Rothschild offices in New Court, St. Swithin's Lane, in his motor-car, intending to drive to Ascott, his home near Leighton Buzzard. As the car slowly turned through the archway into St. Swithin's Lane, a man named William Tebbitt fired five revolver shots—several through the window of the car. A plain-clothes detective named Charles Berg, who grappled with the man, was seriously wounded in the neck, but Mr. de Rothschild himself was uninjured. The man was captured, and brought up at the Mansion House next day, when he was remanded for a week.



# THE "BOMBARDMENT" OF BEIRUT: THE ITALIANS IN ACTION IN THE PORT.

PHOTOGRAPHS OF THE SINKING OF A TURKISH GUN-BOAT AND TORPEDO-BOAT BY ITALIAN CRUISERS.



1. TO THE LEFT THE ATTACKED SHIPS BURNING, TO THE RIGHT OF THESE THE SPLASH OF A SHELL STRIKING THE WATER: AN ITALIAN CRUISER BOMBARDING THE TURKISH GUN-BOAT, "AWN-ILLAH," AND A TORPEDO-BOAT IN BEIRUT HARBOUR ON FEBRUARY 24, 1912.

Much excitement was caused in the last week of February by a report that Italian war-vessels had bombarded the port of Beirut on the 24th. This was denied, and Admiral Faravelli reported as follows: "At dawn I surprised the Turkish gun-boat 'Awni-illah' and a torpedo-boat of the Antalis class in the port of Beirut. The ships were called upon to surrender, and they were given until 9 o'clock to comply. . . . At 9 o'clock the ships were again summoned by signal to surrender, and, no reply having been received, our guns opened fire against the Turkish gun-boat, which replied vigorously. At 9.20 the gun-boat was silenced,

2. AFTER THE ITALIAN BOMBARDMENT OF TURKISH WAR-VESSELS: THE HALF-SUNKEN "AWN-ILLAH" BURNING IN BEIRUT HARBOUR, AT 4 P.M. ON FEBRUARY 24 LAST.

fire having broken out on board her. Having ceased fire, the 'Garibaldi' went into the port and engaged the torpedo-boat. The latter was severely damaged, and her destruction was completed by a torpedo. . . . The squadron left at once." A later message from the Italian Admiral said that in the afternoon the torpedo-boat was found still afloat, and was then sunk by gun-fire. At the same time it was averred that the Turkish vessels in question were engaged in facilitating the passage of contraband of war. The "Awni-illah" was built at Blackwall in 1869, and reconstructed by the Italian firm Ansaldo in 1903-6.



## PORTRAITS &amp; PERSONAL NOTES



Photo. Elliott and Fry.  
THE LATE MR. GEORGE GROSSMITH.  
The famous Savoyard and Humorous Entertainer.

THREE generations have had a George Grossmith as one of their brightest humourists. The most famous of his name, who has just died, was himself the son of an elder George Grossmith, in his day well known as a lecturer and entertainer. We still have with us Mr. George Grossmith (no longer "junior"), of Gaiety and other fame. His late father and namesake made his first platform appearance in 1870 at the old Polytechnic, and his first stage appearance in 1877 in Gilbert and Sullivan's "The Sorcerer," the first of the great Savoy series of comic operas, whose success was for twelve years so largely due to his inimitable acting and singing. In 1889 he went back to entertaining on his own account. Of late years he had lived in retirement at Folkestone.

On his deathbed the Archbishop of Trebizond was reminded of the part he played in the stirring days of the war with Garibaldi, when he served as chaplain with the Papal forces, and was once taken prisoner. A cross was placed in his hands which he won at the battle of Mentana, in 1867, and he died clasping it. He was a son of the third Lord Camoys and great-uncle of the present Peer. Their ancestor Sir Thomas Camoys commanded the English left wing at Agincourt, and was made a Baron in 1383. Monsignor Stonor was at one time Privy Chamberlain to Pius IX. He also became Dean of the Basilica, the Pope's cathedral church, at Rome. He of Trebizond in 1888.

Photo. Underwood and Underwood.  
THE LATE MOST REV. THE HON. EDMUND STONOR,  
Roman Catholic Archbishop of Trebizond,  
Great-Uncle of Lord Camoys.

It was remarked at the time of the recent celebrations at Sofia on the coming-of-age of Prince Boris of Bulgaria, that there was noticeable a growing spirit of unity among the Balkan States, which may have an important bearing on the political future of Eastern Europe. An indication of this amicable feeling may be found in the group of the Crown Princes of five kingdoms shown on this page.

M. Denys Cochin, the latest French "Immortal," is a Deputy for Paris and a brilliant speaker on foreign affairs. In his speech on his admission to the Academy, M. Cochin made an interesting criticism of

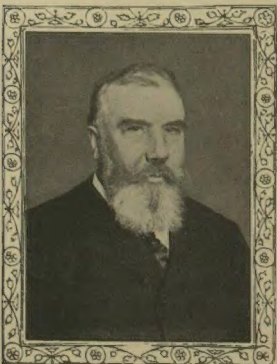


Photo. Hartling.  
M. DENYS COCHIN,  
Recently admitted as a Member of the French Academy.



left her without colonies, but in possession of—Ireland."

Mr. Edward Blake, who died recently at Toronto, at one time played a great part in Canadian politics, and was afterwards for fifteen years an

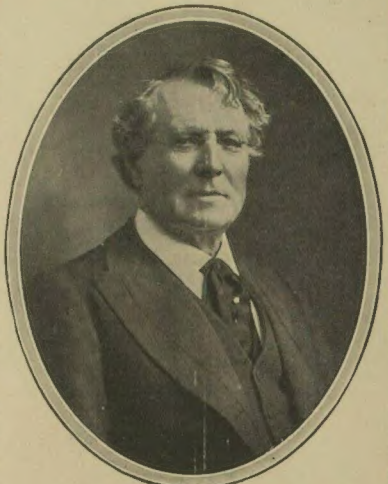


Photo. Lafayette.  
THE LATE HON. EDWARD BLAKE,  
Formerly Premier of Ontario, and Leader of the Canadian Liberal Party; afterwards M.P. for South Longford in the House of Commons.

Irish Member of the Imperial Parliament; but in the House of Commons he did not acquire the great reputation which was his in the Dominion,



Photo. Skene.  
DR. G. L. MILNE,  
Dominion Medical Inspector and Immigration Agent at Victoria, British Columbia.

Liberal Premier of Ontario. Later, in the Canadian Parliament, he became Minister of Justice. In 1887 he resigned the Liberal leadership to Mr. (now Sir Wilfrid) Laurier. His farewell letter to the Party (in 1891), condemning their Reciprocity policy, had a strong influence on the political history of Canada. In 1892 Mr. Blake was invited by Mr. Justin McCarthy to join the Irish Nationalists, and he obtained a safe seat at Westminster as Member for South Longford, which he held till his retirement five years ago.

In view of the Canadian Supplement presented with this issue, our readers will be interested in the portrait given on this page of Dr. G. L. Milne, a well-known public official at Victoria, British Columbia. Dr. Milne holds the position there of Dominion Medical Inspector and Immigration Agent. More recently he has been appointed to the additional duties of Controller of Chinese.

There was great rejoicing among Unionists over the result of the by-election in South Manchester, consequent on Sir Arthur Haworth having accepted the appointment of a Junior Lord of the Treasury. Mr. Philip Kirkland Glazebrook, who defeated Sir Arthur, converting a Liberal majority of 2452 into a Unionist one of 579, is a member of a well-known Manchester firm of oil-merchants. He was

educated at Eton and at New College, Oxford. In December 1910 he was the Unionist candidate in South Manchester; but, by mistake, his nomination was presented too late, and the contest went by default. This time he was at Tenerife when the by-election was announced.

Mr. John Troutbeck, the late Coroner, held over a thousand inquests every year. Some years ago he was denounced by the British Medical Association for his treatment of medical evidence, and he offended the doctors again in 1908 by insisting on holding inquests on persons dying after operations. His most famous inquest was that on the ninth Duke of



Photo. Waite.  
SIGNIFICANT OF THE GROWING SPIRIT OF POLITICAL UNITY IN THE BALKANS:  
THE HEIRS-APPARENT OF FIVE KINGDOMS PHOTOGRAPHED TOGETHER.

From left to right the figures are: Prince Alexander of Serbia, born at Cettinge, Montenegro, on December 4, 1888; Prince Boris of Bulgaria, born at Sofia on January 18, 1894; Prince Constantine of Greece, Duke of Sparta, born at Athens on July 21, 1868; Prince Ferdinand of Roumania, born at Sigmaringen on August 24, 1865; and Prince Danilo of Montenegro, born at Cettinge on June 17, 1871.

Bismarck. "To estimate the value to Germany of the Iron Chancellor's policy," he said, "ask yourselves what sort of gratitude would England to-day owe to a Minister who had

and when, in 1907, he returned to Canada, it was to find himself to some extent forgotten. He came of a Galway family which emigrated in 1832, and was born in the following year in the province of Ontario, of which he afterwards became Premier. In 1856 he was called to the Bar, and eleven

Bedford, in 1891. Mr. Troutbeck was interested in church music, and was one of the violaplayers in the orchestra at the Coronation. He had published several medico-legal papers.



Photo. Elliott and Fry.  
THE LATE MR. JOHN TROUTBECK,  
Coroner and Deputy High Bailiff of Westminster.



## THE CAMERA AS RECORDER: NEWS BY PHOTOGRAPHY.

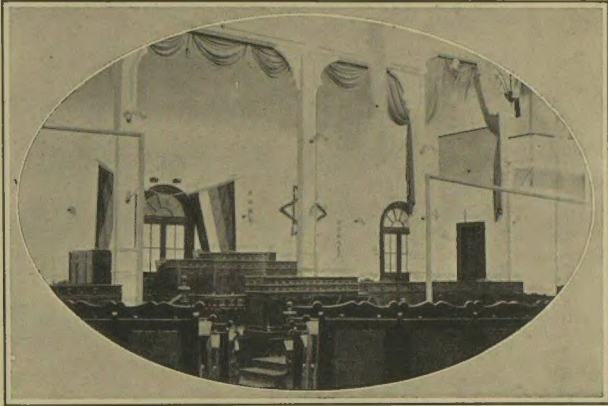


Photo. Prescott.

WITH THE NEW FIVE-COLOUR REPUBLICAN FLAG BEHIND THE ROSTRUM: AN INTERIOR VIEW OF NANKING ASSEMBLY HALL, IN WHICH THE REPUBLICAN NATIONAL ASSEMBLY WAS HELD.

Concerning the first photograph, it should be said that forty Senators attended the first Republican Congress at Nanking, as representatives of sixteen provinces. The second photograph shows the man who fired several times through the windows of the motor-car in which Mr. Leopold de Rothschild was leaving New Court, E.C., early on the evening of March 4, leaving Cloak Lane police station in custody to be brought up at the Mansion House police-court on the following day. The shots missed Mr. de Rothschild, but Detective Charles Berg, of the City police, received a bullet in the neck. At the police-court, the man, who gave his name as William Tebbitt, and is said to be aged thirty, a manufacturer's agent, of Store Street, Tottenham Court Road, was remanded for a week.



Photo. G.P.P.

ALLEGED TO HAVE ATTEMPTED TO KILL MR. LEOPOLD DE ROTHSCHILD, AND ALSO CHARGED WITH WOUNDING A POLICE OFFICER, WILLIAM TEBBITT IN CUSTODY ON THE DAY AFTER THE OUTRAGE IN ST. SWITHIN'S LANE.



Photo. L.N.A.

A BURIAL SERVICE FOR SAILORS WHO DIED FOURTEEN YEARS AGO: A CEREMONY IN MEMORY OF THE VICTIMS OF THE "MAINE" EXPLOSION IN HAVANA HARBOUR.

As we note in another part of this issue, under a photograph which shows the wreck of the "Maine" afloat in Havana Harbour, it was arranged to hold burial services for the bodies of the crew of the ill-fated vessel early this month, after which the cruisers "North Carolina" and "Birmingham" were to tow the hulk out to sea and sink it. The "Maine" blew up in Havana Harbour on February 15, 1898, and was the immediate cause of the Spanish-American War.

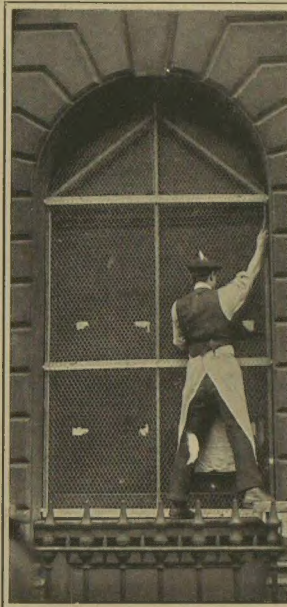


Photo. Newspaper illus.

RENDERED NECESSARY BY THE SUFFRAGETTES: FIXING WIRE NETTING OVER WINDOWS IN PARLIAMENT STREET.



Photo. Sport and General.

THE NORWEGIAN SKI-JUMPERS' "DERBY" AT TRONDHEIM: A GENERAL VIEW OF THE COURSE, PHOTOGRAPHED FROM THE BOTTOM OF THE JUMP.

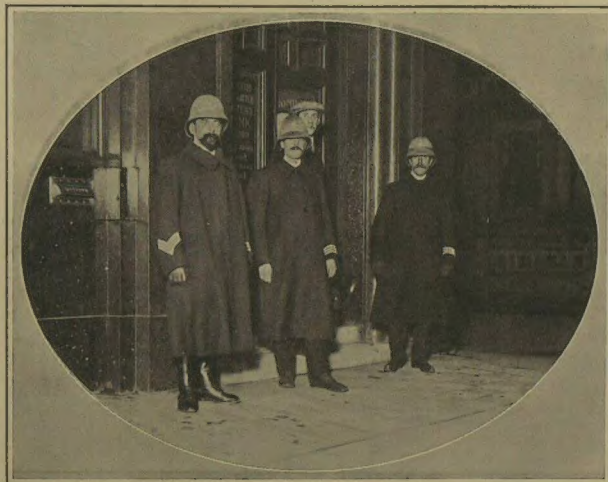


Photo. Illus. Bureau.

AMATEUR, UNIFORMED POLICE ON DUTY FOR THE FIRST TIME: GUARDING THE LONDON AND SOUTH WESTERN BANK, VICTORIA STREET, ON THE NIGHT OF MARCH 4, WHEN THE SUFFRAGETTES INDULGED IN FURTHER WINDOW-SMASHING.

The civilian police came into being as a direct result of the railway strike of the middle of last year, when the response to a request for special constables exceeded even the most sanguine expectations. The special police then enrolled were not required to do duty; but a number of them formed the nucleus of the present amateur force. With regard to the second photograph it should be noted that the King, who wore the uniform of an Admiral, was attended on his way to St. James's Palace by the Master of the Horse, and other Court officials, and was met there by Lord Sandhurst, the new Lord Chamberlain, and by other State officials, by whom he was conducted to the Throne-Room.



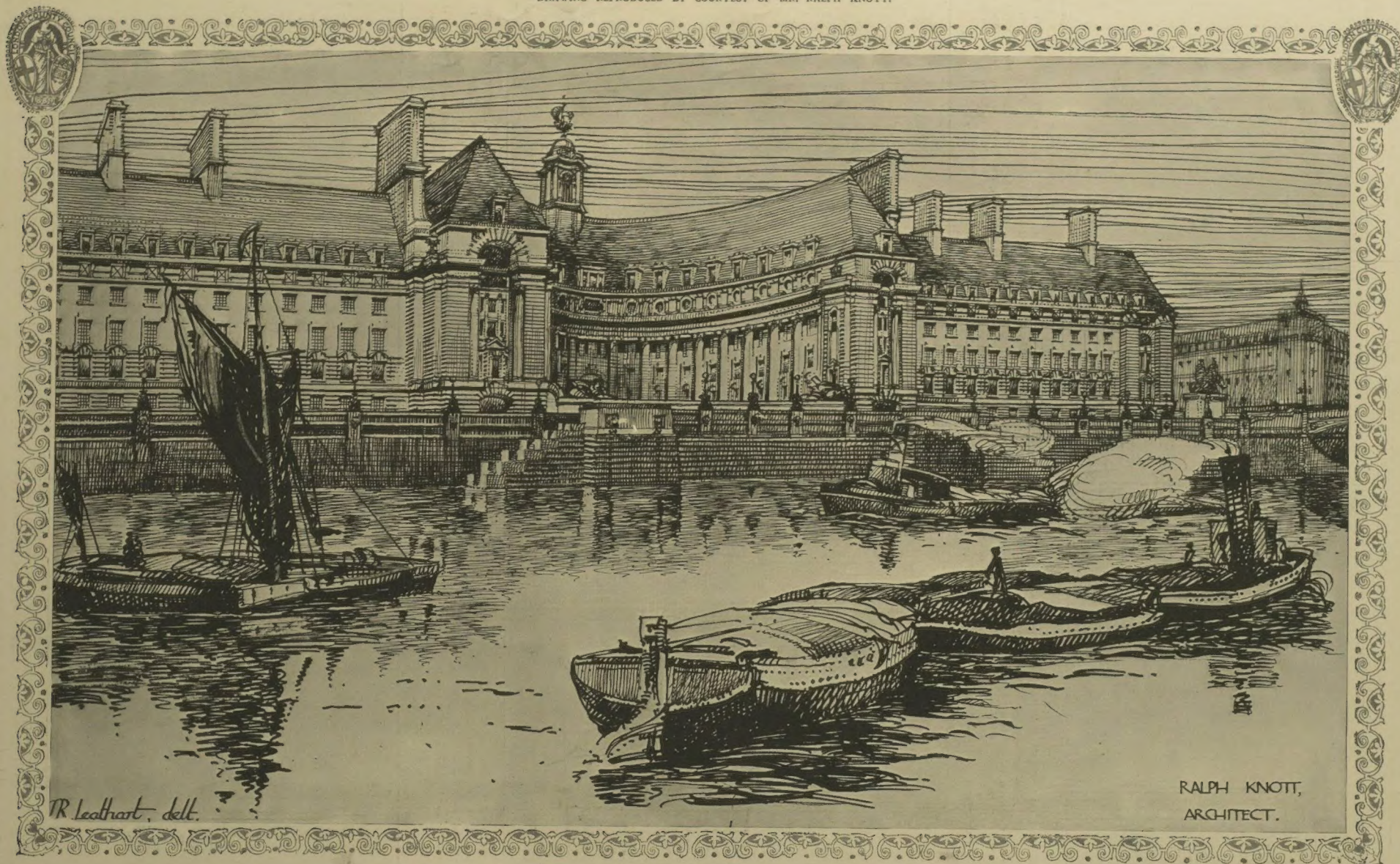
Photo. Newspaper illus.

RIDING IN THE COACH WHICH HAS REPLACED THE ONE BURNT SOME MONTHS AGO: THE KING LEAVING BUCKINGHAM PALACE FOR ST. JAMES'S PALACE TO HOLD THE FIRST DIPLOMATIC AND OFFICIAL LEVEE OF THE SEASON ON MARCH 4.



# AS IT WILL BE WHEN COMPLETED: THE LONDON COUNTY COUNCIL'S PALACE AT WESTMINSTER.

DRAWING REPRODUCED BY COURTESY OF MR. RALPH KNOTT.



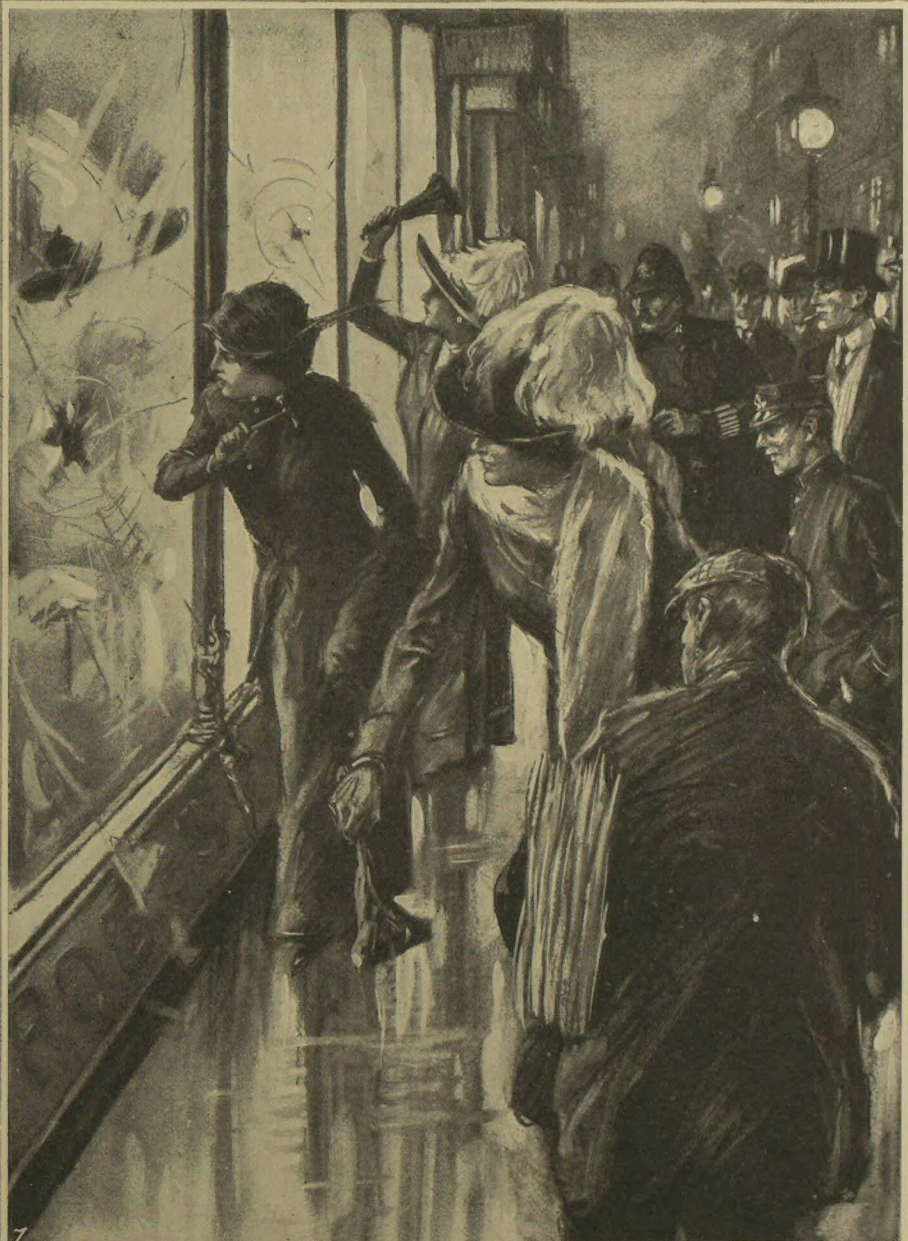
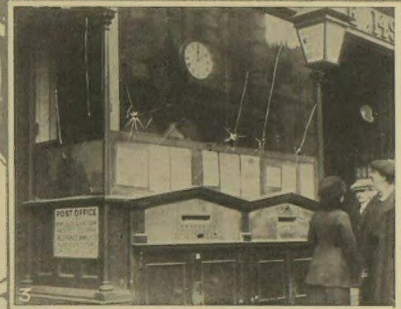
THE GREAT BUILDING WHOSE FOUNDATION-STONE THE KING LAYS TO-DAY. MARCH 9: THE NEW L.C.C. HALL, ON THE SURREY SIDE OF THE RIVER.

It is announced that the King will lay the foundation-stone of the new and palatial London County Council Hall at Westminster to-day (Saturday, March 9). The building will stand on an extraordinarily valuable river-frontage site, adjoining Westminster Bridge and facing New Scotland Yard. Its architect is Mr. Ralph Knott, of Chelsea, who was at one time in Sir Aston Webb's office. His success will bring him over £30,000 in fees. His original design has been modified by the removal of the cupola for which it originally allowed. When finished, the Hall will be the finest municipal building in the world.



# GLASS - SMASHING FOR VOTES! SUFFRAGETTES AS WINDOW - BREAKERS.

DRAWING BY WILMOT LUNT; PHOTOGRAPHS BY L.N.A., SPORT AND GENERAL, AND TOPICAL.



1. TACTICS THE POLICE ADVISED SHOPKEEPERS TO FOLLOW FOR MONDAY NIGHT, MARCH 4: WINDOWS BROKEN BY SUFFRAGETTES ON MARCH 1 BARRICADED.
2. ACCUSED OF WINDOW-SMASHING AND READY FOR PRISON: SUFFRAGETTES ARRIVING FOR TRIAL AT BOW STREET, WITH THEIR LUGGAGE.
3. ILLUSTRATING THE DAMAGE DONE AND SHOWING THE FORM TAKEN BY THE MAJORITY OF THE "BREAKS": THE SMASHED WINDOWS OF REGENT STREET POST-OFFICE.
4. ONE OF THE WEAPONS USED TO BREAK THE WINDOWS: A STOCKING CONTAINING A HAMMER, FOUND IN THE MIDDLE OF THE ROAD IN REGENT STREET.

5. A SUFFRAGETTE LEADER WITH THE BUNDLE OF A FRIEND DETERMINED TO GO TO PRISON: MRS. PETHICK LAWRENCE ARRIVING AT BOW STREET TO BE PRESENT AT THE TRIAL.
6. PICKED UP INSIDE A BROKEN WINDOW IN THE HAYMARKET: A DOROTHY BAG CONTAINING A HAMMER.
7. THE DEMONSTRATION AS SEEN BY ONE OF OUR ARTISTS, WHO CHANCED TO BE ON THE SPOT AT THE MOMENT: SUFFRAGETTES BREAKING WINDOWS IN OXFORD STREET.

The militant Suffragettes made another most remarkable attempt to draw public attention to their cause the other day by indulging in a window-smashing campaign which began just before six o'clock in the evening on Friday, March 1. Shop-front after shop-front in the West-End, and in the West Central district as far as Chancery Lane, was smashed by women, who carried hammers in Dorothy bags or concealed in some other manner. After they had done damage estimated at between £4000 and £5000, most of the women were

captured, and a number of them were brought before the Magistrate at Bow Street on the Saturday and were sentenced. In all, 124 surrendered to their bail. The Suffragettes announced a further "surprise" for the Monday; whereupon the police warned shopkeepers and others to close their shutters and barricade their windows. On the Monday morning they began window-breaking again; and, for instance, attacked glass at Messrs. Harrod's, at shops in Kensington and Knightsbridge, at the Lord Chancellor's, and at Lord Crewe's.

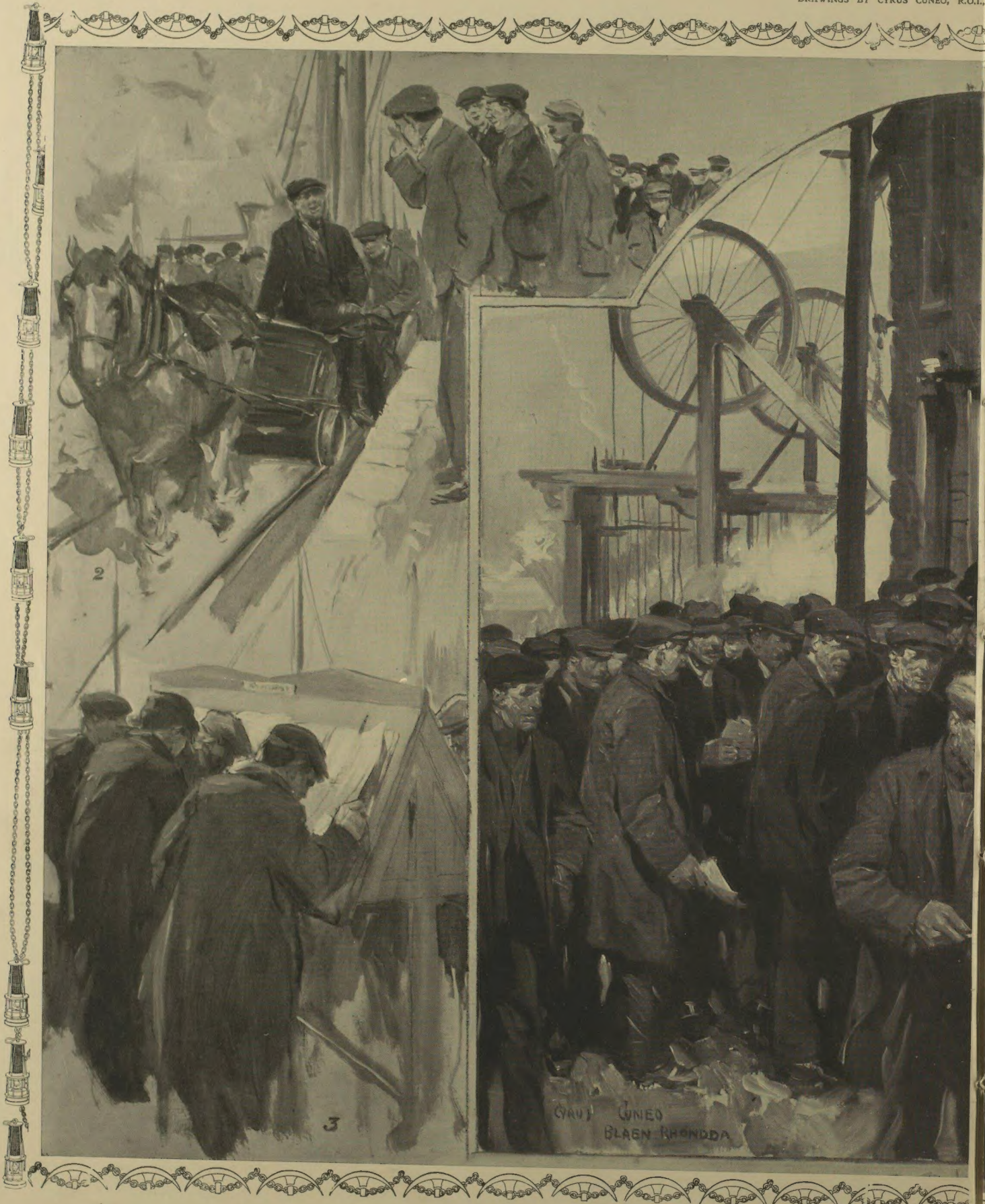


## THE STRIKE WHICH BROUGHT TRADE PARALYSIS IN ITS WAKE: SOUTH WALES

DRAWINGS BY CYRUS CUNEO, R.O.I.

## MINERS DURING THE "HOLIDAY" WHICH HAS COST THE COUNTRY DEAR.

OUR SPECIAL ARTIST IN SOUTH WALES.



1. DRAWING THEIR LAST MONEY FROM THE MASTERS FOR A TIME: MINERS GETTING THEIR PAY AT FERNHILL COLLIERY, BLAEN-RHONDDA, AFTER THE DECLARATION OF THE STRIKE.

2. GOOD-NATURED CHAFF DIRECTED AGAINST THOSE PERMITTED TO KEEP THE MINES IN ORDER DURING THE COAL WAR: STRIKERS TWITTING WORKERS WITH "STICK TO IT, JERRY."

On Monday, March 4, the coal strike entered upon its second week, for the notices of a number of the men expired on the previous Monday; and there was no sign of peace. It was calculated then that some 300,000 workers in other industries had been affected, and it was pointed out that, if things did not get better, trade in general would suffer from the creeping paralysis already in evidence in some cases. On the same day, the man in the street began to recognise the fact that the coal war might really put him to serious inconvenience. Amongst the news in his morning paper was that which announced a considerably curtailed service on the part of a number of railway companies, and even the temporary shutting-up of various stations. To be precise,



3. FILLING AN IDLE HOUR: STRIKERS IN THE READING-ROOM OF A WORKMEN'S INSTITUTE

4. CAPITAL FOR LABOUR: PAY-MONEY FOR MINERS BEING TAKEN TO THE COLLIERY.

5. CHARITY DURING THE COAL WAR: A COLLECTION BEING MADE TO RAISE A FUND FOR THE BENEFIT OF A DISABLED "PAL" DURING THE STRIKE.

The North Eastern Company then announced the withdrawal of 704 trains; the London and North Western of 213 in their southern district, and of 357 in the north-eastern district; the Lancashire and Yorkshire of 458, and the Great Northern of 511; while the Great Western, for example, issued practically a new time table, and the South Eastern and Chatham and the London Brighton and South Coast gave notice of certain alterations. Amongst other things, it was decided to close temporarily Ludgate Hill and Snow Hill stations. These were the only important stations in London which were at that time seriously affected.





### "The Unvarying East."

(See illustrations on "At the Sign of St. Paul's" page.)

In a book entitled "The Unvarying East" (Fisher Unwin), the Rev. E. J. Hardy, sometime an army chaplain and author of "How to be Happy Though Married," has sought to set out the Biblical narrative, or parts of it, in the light of his travels in North Africa, Palestine, and the Chinese Empire. While his book is not always accurate and some of his comparisons are rather irrelevant, there is enough in it to fulfil the purpose for which it is written; that is, to instruct Sunday-school teachers. The inaccuracies will pass them by, and the interest of the work will doubtless stimulate their labours. But Mr. Hardy might have come nearer home for some of his illustrations. For example, the prohibition against muzzling the ox that treads out the corn is not only followed in the East: the writer of this note has seen it practised in Portugal. The making of butter by shaking a bottle nearly full of cream may be seen in this country. The details of land purchase are no less minute among Englishmen than among Arabs. The statement that "Eastern people will not work unless they are well watched by overseers" is a gross exaggeration. In connection with his statement that Eastern people will not stand when they might sit, Mr. Hardy might have given us the Arab's dictum, "It is better to walk than to run, it is better to sit than to walk." Not only in Syria is the produce of the fields stored underground. The Moors to this day bury their grain in clay-lined pits and set a guard over it. Mr. Hardy's statements about Eastern divorce can hardly be described as strictly accurate. The troughs by village wells in the East are not generally made of stone, as Mr. Hardy avers, but of puddled clay: the writer has examined scores, from the edge of the Sahara to the north of Syria. In speaking of the "publicans" of the New Testament Mr. Hardy should have explained that they were tax-collectors. Omissions, inaccuracies, and exaggerations tend to mar an interesting effort.

### A Keeper of the Robes.

The "Keeper of the Robes" is Fanny Burney, under whose spell Mr. Frankfort Moore writes with more even than his usual charm and sympathy. The reader would be a frozen monster who could approach Fanny of the Diary—and "The Keeper of the Robes" (Hodder and Stoughton) is mostly the diarist—without feeling the stir of appreciation, and pity, and admiration for the little lady whose five years in Queen Charlotte's weary service were a martyrdom to herself, but a priceless benefit to the library-shelf. Mr. Frankfort Moore has, of course, a bone or two to pick with Macaulay. Fanny did very comfortably, on the financial side, out of those penal years; and it is only just to assume that Dr. Burney, whom Macaulay arraigns for committing her to them, had her future a little on his mind at the time. She was past thirty, which was to be a hopeless spinster in the Georgian era; the Doctor was living up to his income, and seeing, too, the prospect of that income declining with his working years; and the gaps between the novels—"Evelina," it must be remembered, only brought her £30—were considerable. Miss Burney, of Queen Charlotte's Court, emerged with £200 a year pension for life, the equivalent of £250 nowadays; and her health was not so irretrievably impaired by the Schwellenberg that she did not find it possible to live, surviving her husband, until a ripe old age.

Mr. Frankfort Moore waxes regretful over the loyal reticence of the Diary, and certainly its discretion has deprived us of many a shrewd note that Fanny Burney must have made mentally as she watched with all her sensitive genius for observation astir; but the deprivation heightens our admiration for the qualities of the writer. She never made a point at the expense of her breeding; and her humour shines and glows in the draughty corridors of Windsor, and across the tea-table where the equerries, so ornamental and so trammelled, exchanged their grumbles and their witticisms with their fellow-prisoner. "The Keeper of the Robes" is a delightful commentary, conceived

magic squares. Cagliostro had preceded Casanova, as the hero of Parisian superstition, by not many years, and the newer magician repeated, somewhat more grossly, the now famous pranks. It was also an age in which Voltaire put Shakespeare and Dante out of the realm of taste: "Dante may be in the libraries of collectors, but he will never be read." We know its men, its women, and a few of its dogs (that which Horace Walpole inherited, for instance) from the evidence of a thousand pens. Scholarship is good, but it is doubtful if scholarship is employed to good profit when it multiplies details without the possibility—so fully do we already possess the very nature of those times—of adding to our knowledge of character. The particulars of Casanova's deceptions are innumerable and accessible. Some of them are worth remembering. Voltaire, at a good round word of praise from him, proclaimed him "the greatest genius Italy had produced," and the two elderly men wept together tears of pure self-satisfaction. For Casanova deceived not only by the cabala and the potion, but also, evidently, by a nimble tongue. "I do not always make people believe," he said; "I let them believe." This new volume of biography, translated by Miss Mayne, is illustrated by portraits.

### The Coburgs.

Less than a century ago the family which has furnished us with a new dynasty in succession to the House of Hanover was all but unknown outside its little native duchy in the heart of German Saxon-land; and now to it belong the Kings of England, Belgium, and Bulgaria, and the ex-Monarch of Portugal. The family also is allied with many of the reigning houses of Europe, and has thus achieved an importance which prompts Mr. Edmund B. D'Auvergne to offer us "The Coburgs: the Story of the Rise of a Great Royal House" (Stanley Paul and Co.), a story of which the interest, for English readers, may be said to centre in King George's grandfather, who became "the Prince, proloner of our royal line." He was the present Kaiser's grandsire as well, and, as a matter of fact, William II. is much more the grandson of the Prince Consort than he is of William I., because he is essentially a mother's son, and through her has inherited the intellectual power and capacity for culture which were displayed by no Hohenzollern since Frederick the Great. The Prince Consort may have had his limitations—the defects of his qualities—but he was at least one of the most cultured men of his time, and his superior in this respect was not to be found among all the public men of England. His intellectuality was inherited by his daughters to a far greater extent than by any of his sons, so that the Princess Alice of Hesse-Darmstadt and her sister the Empress Frederick were, as women, without their cultured equals in all Europe—a fact to which the ex-Bishop of Ripon, Dr. Boyd Carpenter, among others, have testified. The House of Coburg has also produced an Empress; but who remembers her or realises that she is still alive, the inmate of a living tomb—the unfortunate daughter of the first Leopold of Belgium—who became the ambitious wife of Maximilian of Mexico and lost her reason, while her husband was to experience the lesser misfortune of losing only his life? Mr. D'Auvergne's portrait-gallery is not biographical art of the best kind, but it is better than the waxwork figures of Madame T'ssaud.



Photo. Harris.

THE PRISONER AT A SENSATIONAL TRIAL: MME. MARGUERITE STEINHEIL, THE "TRAGIC WIDOW," WHO HAS WRITTEN HER REMINISCENCES FOR PUBLICATION.

Mme. Marguerite Steinheil, generally called at the time the "Tragic Widow," was the chief figure at the "Mystery of the Impasse Ronsin" trial, and stood charged with having strangled her husband and her mother. The jury found her innocent on the whole of the seven counts. She has just written her reminiscences, in which, it is certain, the greatest interest will be taken. They are to be published this month by Mr. Eveleigh Nash.

in the genial vein, without which it would be labour lost, upon one of the most lovable spirits of our literature.

**Casanova.** Does the modern reader care sufficiently about Casanova to demand the latest conjecture, the whole summing-up, in regard to that once-famous adventurer? M. Edouard Maynial has thought the story worth retelling and re-sifting, in "Casanova and His Time" (Chapman and Hall). The many cities and the many societies in which the Venetian cheat played his tricks (they are played to-day, if we may judge by the walking advertisements, in the Edgware Road) show us a phase of history of which we have more record than of any age preceding. The eighteenth century was an age of memoirs. It was also an age of science and of pseudo-science, of philosophy and of divination, astrology, alchemy,



## FIGHTING RUIN AT THE PITS: KEEPING THE MINES "GOING."

PHOTOGRAPHS BY NEWSPAPER ILLUSTRATIONS AND TOPICAL.



1. WORKING AS VOLUNTEERS: CLERKS KEEPING THE FIRES GOING AND RAKING OUT COKE-OVENS IN A SOUTH WALES COLLIERY.

Certain of the miners showed a desire to be reasonable in their actions by agreeing that a limited number of men should be allowed to go down the pits to keep the pumps going and the roads and airways clear, thus leaving matters in such a state that the men could begin work again immediately on the settlement of the dispute. Others evinced a less reasonable attitude.

2. WORKING BY SPECIAL PERMISSION: MEN KEEPING THE MINE GOING AT A PORTH COLLIERY.

It was reported, for example, that at one colliery the miners would not allow any man to descend into the pit to keep the workings clear of water, maintain ventilation, or feed the ponies; that at another an application for permission to keep going one pit, for fear that if it stopped it could not be reopened, had been refused; with other similar instances.



## REPUBLICAN CHINA AS TURBULENT AS CHINA IN TRANSITION? IN PEKING

## WHICH HAS BEEN SUBJECTED TO SERIOUS MILITARY RIOTING AND LOOTING.



1. THE CHINESE FOREIGN OFFICE INTO WHOSE COMPOUND REBELLIOUS SOLDIERS DARED TO CARRY THEIR LOOT; THE ENTRANCE TO THE WAI-WU-PU, THE NEW BUILDING IN WHICH YUAN SHI KAI RESIDES.
2. FORMERLY OF THE PALACE GUARD; NOW USED TO SUPPLEMENT THE PEKING POLICE; MEN OF THE PU-CHEN, WHO HAVE HAD A SHORT TRAINING ON MODERN LINES.
3. AN OFFICIAL AND A CIVILIAN OF THE CITY (A POLICE OFFICER AND A CHINESE DWELLER IN PEKING).
4. A HINT FROM LONDON'S PROFESSIONAL-ROUTE METHODS: GATES SET UP IN THE BUSINESS QUARTER OF THE CITY TO STOP LOOTERS RUSHING THROUGH THE STREETS.

A telegram dated Peking, February 29, and sent to the "Times" by its correspondent, stated that the Third Division, regarded as Yuan Shi Kai's most trustworthy troops, and some of the Premier's own bodyguard, had revolted, and were engaged in looting and burning. Great damage to property was the immediate result, and matters were not made easier by the fact that a number of police joined the rebellious soldiers. Foreigners were not molested; but all living outside the Legation area were escorted into it if they so desired. Rioting continued to such an extent that martial law was proclaimed; while it was decided on March 2 to maintain wireless communication between the Legation quarter and the Japanese cruiser at Taku, to increase the Legation guard by 1000 men from

5. PICTURESQUE OFFICIALS OF THE DISTURBED CAPITAL OF CHINA; WATCHMEN OF THE CITY OF PEKING.
6. ON THE EDGE OF "FOREIGN" PEKING: FORTIFICATIONS OF THE BRITISH AND ITALIAN END OF THE STREET LEADING FROM THE NORTHERN PART OF THE CITY INTO THE LEGATION QUARTER.
7. A BARRER OF REEN WEAPONS AND USERS OF THEM; SOLDIERS OF YUAN SHI KAI'S TROOPS AND A KNIFE-GRINDER WHO DOES A BRIEF TRADE IN SHARPENING BAYONETS, WORK ON WHICH HE IS SEEN ENGAGED.
8. TROOPS GIVEN CONTROL OF PEKING AFTER THE REBELLION OF YUAN SHI KAI'S MEN: OLD STYLE, TURBANED, PROVINCIAL TROOPS, COMMANDED BY CHIANG KWAI-TI, MARCHING THROUGH THE CITY.

Tientsin, and to march as many Legation guards as possible through the native city daily by way of demonstration of power. Thus it came that on March 3, for instance, 700 men, mounted and foot, with machine-guns, a body representing the guard of nine Legations, marched round the Imperial City and through the main streets, to the comfort of the people. A "Times" telegram of that day said that order had been restored; continuing, "the guilty soldiers escaped soon-free, but a considerable number—probably 100—of Chinese alleged looters were summarily executed. Amongst them were only one or two soldiers, the great majority being poverty-stricken men and some women who had picked up scraps among the ruins."

9. IN THE IMPERIAL CITY IN WHOSE HEART THE FORBIDDEN CITY STANDS: A HIGH OFFICIAL'S CARRIAGE PASSING THROUGH THE EAST GATE WITH A MOUNTED ESCORT.
10. FORMERLY THE PALACE OF A BRANCH PRINCE; IN THE GROUNDS OF THE BRITISH LEGATION COMPOUND AT PEKING.
11. GUARDED FROM THE CITY TO THE SEA BY FRENCH, GERMAN, AMERICAN, BRITISH, RUSSIAN, AND JAPANESE TROOPS; THE RAILWAY LINE (AND THE MODERN STATION) AT PEKING, WHICH WAS BROUGHT TO THE "FRONT GATE" OF THE CITY BY THE FOREIGN TROOPS IN 1900.





The Dean of St. Paul's, at the close of the 11th Century.



Monks and traders of all kinds were carried on in the Church itself.



THE NOVELIST WHOSE FIRST PLAY, "THE SECRET WOMAN," WAS BANNED BY THE CENSOR: MR. EDSON PHILPOTTS. "The Secret Woman," having been banned by the Censor, was given by invitation at the Kingsway Theatre. Mr. Philpotts has published a new novel, "The Forest on the Hill."

Photograph by Durrant.

## At the Sides of St Pauls

### ANDREW LANG ON COPYRIGHT AND REPRINTS OF FIRST EDITIONS.

AFTER a certain term of years, determined by the Legislature in its wisdom, a

harbour where he was safe from the elements; but the Irish Scots of the Western Isles were tempted by the reports of the

wealth which he had with him.

The fainting crew could not defend themselves, and

the ship was fired and burnt, with almost everyone that it contained" (rather a sell for the Irish Scots, as all the wealth perished!)

This anecdote is a tissue of errors. First, Mr. Froude quotes as his authority "Ashley to Walsingham, November 13; MSS. Scotland." Asheby, not Ashley, was the name of the writer, who was the English agent at the Court of James VI. The ship was not, as Asheby supposed, and as Mr. Froude says, "one of the largest in the whole fleet."

The crew were not "fainting," and could "defend themselves" very well, as Mr. Froude would have learned had he looked at Asheby's letter of Nov. 6. Had he looked at Asheby's letters of later dates than Nov. 13 he would have learned that "the Irish Scots" and the Spaniards were on the most friendly terms, and that "the Irish Scots" were most unjustly suspected of burning the galleon of their guests. They had nothing to do with that infamy.

It is most strange that the historian, having found his way to the official letters on the subject, was content

book "goes out of copyright." Anyone who chooses may now publish it for his private emolument, and from him who does thus publish it the heirs of the author, and of the original publishers, get nothing.

Take such an "A B case" as this: A book is published in 1860; after forty years, let us say, the book of 1860 goes "out of copyright"; it is all men's prey. But if the author, say in 1880, carefully revised his book of 1860, correcting all the errors which he had been able to detect, telling correctly the stories which, in 1860, he told all wrong, and generally adding, omitting, and improving, then this new edition, I presume, would not "go out of copyright" till forty years after 1880. You could seize for your profit the edition of 1860, not that of 1880. I am thinking of scientific, historical, and other "dull books" (to quote a successful novelist), not of novels.

Take Darwin's works: he may, for all that I know, have made many changes in the first edition of "The Origin of Species," which was published about 1859. I do not know that he did. Now, really it would be hard on Darwin's memory, on science, and even on the public



AS IN THE DAYS OF MOSES: AN EGYPTIAN WOMAN FROM THE WELL. "Rebekah carried her 'balass,' or water-jar, on her shoulder. A modern Syrian woman does this, but an Egyptian carries it on her head."

### "THE UNVARYING EAST."

By the Rev. E. J. Hardy, M.A., Author of "How to be Happy Though Married."

Illustrations reproduced by Courte. Publisher, Mr. T. Fisher Unwin. (SEE REVIEW ELSEWHERE.)



WHERE ST. PETER SAW THE VISION OF THE SHEET LET DOWN FROM HEAVEN: THE COURTYARD OF THE HOUSE SAID TO BE SIMON THE TANNER'S, AT JAFFA.

"The house shown at Jaffa as having been that of Simon the Tanner is certainly on the seashore, and in the courtyard is a spring of fresh water, such as must always have been needed for the purposes of tanning."

From "The Unvarying East."

if a cheap edition of "The Origin of Species" were published without the modifications, if any, which were made later, and would be still protected by copyright. The name of the book is chosen at a venture, and I do not know that Darwin did make any important modifications on his first edition.

Take another case, Mr. Froude's "History of England"; the first edition is manifestly out of copyright, for the book lies before me in "Every Man's Library." Now, I have not before me a copy of any late edition, published by Mr. Froude while his book was still protected by law, and I do not know whether, in later life, he corrected vigorously any errors which he made in his first editions. But, if he *did* correct them, then in "Every Man's Library" there are going about curious blunders, which might have been (I do not say that they were) corrected by the author. Here (Vol. V. p. 436) is a very strange sample. Mr. Froude had been telling with great vigour the story of the Spanish Armada. He says that one ship "fell down the coast of Scotland and drifted on the Isle of Mull." The commander "had made his way into some kind of



Photo. by J. W. McLellan.

### THE TRADITIONAL SCENE OF CHRIST'S AGONY IN THE GARDEN: THE GARDEN OF GETHSEMANE, AS IT APPEARS TO-DAY.

"Even of the Garden of Gethsemane, about which every Christian visitor is most anxious, the site is doubtful. The place now bearing the name is a walled enclosure 160 by 150 feet in dimensions, containing eight venerable olive-trees."

From "The Unvarying East."

to quote only one of them; while his account is contradicted both by earlier and later letters from the aforesaid Asheby (not Ashley), and from another Edinburgh correspondent. I do not think it likely that Mr. Froude did correct his errors; but if he, or any other author, ever does make such corrections, it is rather hard that the original blunders may be kept in circulation.

Here is a sample of a Spiritualistic "chestnut"—

A remarkable story is taken from an old manuscript belonging to a monastery in the Black Forest. Counsellor Steinlin, a wealthy man who had passed away on September 9, 1625, was evidently not at peace in the beyond. On the 25th of the same month he appeared to a tailor, Simon Blau by name, and entreated him to have Masses said for the repose of his soul. The tailor agreed to do so, upon which the unhappy counsellor asked him to shake hands in order to ratify his promise. Simon Blau, instead of shaking hands, held towards the counsellor a wooden chair, on which the apparition left the burnt impress of his hand, showing distinctly the outlines of the five fingers.

This is the point in Scott's ballad, "The Eve of St. John"—

The sable score of fingers four Remained on the board impressed.

The chestnut is first found in William of Malmesbury, and recurs about thrice in every later century.



Photo. by J. W. McLellan.

### A MODERN REPLICA OF THAT WHICH THE PARALYTIC TOOK UP: A MAN IN THE HOLY LAND CARRYING HIS BED.

"It was easy for the cured paralytic to take up that whereon he lay and walk (Luke v. 24), for beds in the East meant then—as they do now—only a straw, or, at best, a padded mat."

From "The Unvarying East."



## HAVILAND'S SERIES OF THEATRICAL PORTRAITS.

DRAWN BY OUR SPECIAL ARTIST, FRANK HAVILAND.



NO. XLVI.—IN MR. GEORGE BERNARD SHAW'S "RECORD RUN" "EASY" PLAY: MISS LILLAH MCCARTHY  
AS MARGARET KNOX IN "FANNY'S FIRST PLAY."

Miss Lillah McCarthy is continuing to make a great personal success as Margaret Knox in Mr. George Bernard Shaw's "Fanny's First Play," originally given at the Little Theatre on April 19 of last year, and now at the Kingsway. It will be remembered that, recently, she took the part of Jocasta in "Œdipus Rex" at Covent Garden. She is about to appear

in the title-rôle of "Iphigenia in Tauris," Professor Gilbert Murray's version of which is to be produced at the Kingsway, for a series of matinees, on March 19. Her husband (Mr. Granville Barker) and herself played prominent part in arranging for the performances of Mr. Eden Phillpotts's forbidden drama, "The Secret Woman."



# To be Entered Only when the Sea is Untroubled: The Fairy Cavern of Capri.

FROM THE PAINTING BY CYRUS CUNEO, R.O.I.



"LET A MAN JUMP IN, AND HE IS INSTANTLY CASED IN AN ARMOUR MORE GORGEOUS THAN EVER KNIGHTLY CRUSADER WORE":

BOYS DIVING INTO THE WATERS OF THE BLUE GROTTO.

Our Artist illustrates the world-famous Blue Grotto of Capri. This is almost beyond description, so remarkable is it; but we may quote the following from Cook's "Southern Italy":—"This natural curiosity is alone worth the journey to the island; but it can only be entered when the sea is calm, and even then the adventurer must lie flat in the boat, or he will get the worst of it as the low, rocky arch is entered. On rising, he finds himself in fairyland. The walls and roof are all radiant with precious stones of a clear, rich blue, not seen to perfection until nearly half-an-hour has passed, but every moment becoming more

radiant. The hand, or any object, placed in the water seems as if silvered over. "Throw a stone into the water," says a writer, "and the myriad of tiny bubbles that are created flash out a brilliant glare like blue theatrical fires. Dip an oar, and its blade turns to a splendid frosted silver, tinted with blue. Let a man jump in, and he is instantly cased in an armour more gorgeous than ever knightly Crusader wore." Capri, the ancient Caprea, was a favourite pleasure-haunt of the Roman Emperors Augustus and Tiberius. Ruins of one of the villas of Tiberius still remain on the island.



# THE FIRST FOOTBALL MATCH SEEN BY KING GEORGE AS SOVEREIGN.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU, G.P.U., S. AND G., AND C.N.



1. A PHOTOGRAPH TAKEN THE MOMENT AFTER THE PLAYER HAD BEEN THROWN OFF THE BALL AFTER SCORING: THE NAVY SECURES A TRY.
2. SUCCESS FOR THE LOSERS: THE ARMY SCORES ITS FIRST TRY.
3. THE PLAYERS SALUTING THEIR SOVEREIGN AND THE HEAD OF THE SERVICES TO WHICH THEY BELONG: THE TEAMS GIVING THREE CHEERS FOR THE KING.

The sixth annual Rugby football match between officers of the Royal Navy and officers of the Army was played at Queen's Club on Saturday afternoon, March 2. The Royal Navy won by two goals and two tries (16 points) to the Army's one goal and one try (8 points). This means that the Navy has now won five of the matches. The King, who was accompanied by the Prince of Wales, was present, and thus attended his first football match as Sovereign. The teams were as follows:—The Royal Navy: Lieut. G. H. D'O. Lyon, back; Sub-Lieut. F. C. Peet, Sub-Lieut. J. L. Boyd, Lieut. G. G. C. Royle, and Lieut. K. B. Millar, three-quarter backs; Sub-Lieut. F. E. Oakley and Assistant-Constructor W. I. A. Davies, half-backs. Lieut. N. A.

4. FIGHTING FOR ITS SUCCESS: THE NAVY GETS AWAY WITH THE BALL.
5. THE WINNERS: THE ROYAL NAVY FIFTEEN.
6. THE LOSERS: THE ARMY FIFTEEN.
7. BEFORE THE MATCH: THE NAVAL AND MILITARY OFFICERS FORMING THE TEAM'S RECEIVED BY THE KING.

Wodehouse Captain), Lieut. H. C. Harrison, Lieut. W. B. Hynes, Engineer-Lieut. C. S. Church, Midshipman M. Collier, Lieut. G. S. Brown, Lieut. R. H. T. Rakes, and Lieut. C. J. F. Eddis, forwards. The Army: Lieut. B. C. Quill, back; Lieut. R. H. Wade-Gery, Lieut. A. S. Heale, Second-Lieut. R. F. Simson, and Lieut. A. L. Bonham-Carter, three-quarter backs; Second-Lieut. J. A. Pym and Second-Lieut. H. Gardner, half-backs; Captain W. S. D. Craven (Captain), Captain C. G. Liddell, Lieut. R. F. G. Begbie, Lieut. L. M. Heath, Second-Lieut. R. H. A. Kellie, Second-Lieut. C. M. Usher, Lieut. L. Robertson, and Second-Lieut. A. L. P. Griffith, forwards. Mr. A. O. Jones acted as referee.



## LESS ASTONISHING THAN PANAMA: SHIPS LIT MOTOR-CAR FASHION.

DRAWN BY OUR SPECIAL

ARTIST, CECIL KING, R.B.A.



LIGHTING THEIR "ROAD" BY SEARCHLIGHTS WORKED BY MEN IN CAGES ON THEIR BOWS: VESSELS NAVIGATING THE SUEZ CANAL BY NIGHT.

It was stated the other day that the Panama Canal is to be lit by lighthouses whose lights will be put out automatically (save for a small jet) by the warmth of the sun's rays and relic by the colder atmosphere of the night. The lights by which vessels navigate the Suez Canal by night are less astonishing, but are most efficient under the conditions existing. They take the form of searchlights carried on the bows of the ships. Mr. Cecil King writes of the method: "When the canal was first opened, in 1869, the vessels had to tie up at night and

wait for daylight before proceeding. Later, there was adopted the present system, by which each vessel lights its own road, somewhat as a motor-car lights the highway, by means of a searchlight. This is suspended, with its operator, in a cage over the bows. Its beam can be divided into two, with an arc of five degrees of darkness in between. This course is adopted when nearing an approaching steamer to avoid "blinding" the navigating staff with the glare. When the ship ties up, she puts out her searchlight and lights another powerful lamp."



## HITTING THEIR OWN HEADS WITH BATTLE-AXES: FANATICAL PILGRIMS.

DRAWN BY OUR SPECIAL ARTIST, CECIL KING, R.B.A.

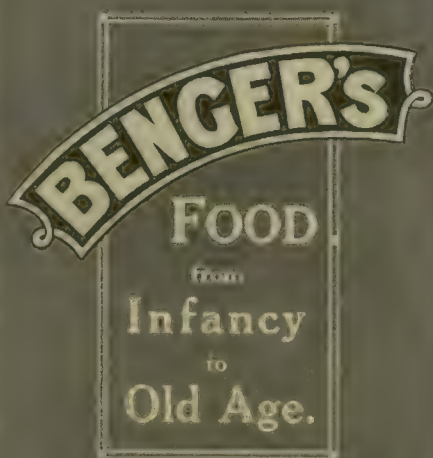


FOLLOWERS OF A SECT FOUNDED AS A SEQUEL TO A SAINT'S VISION: A HAMADSHA DANCE IN TANGIER.

Concerning this Drawing, Mr. Cecil King writes: "Each year about the time of Mohammed's birthday, the sect of the Hamadsha (followers of Sidi Ali bel Hamdush) go for their pilgrimage from Tangier to Mequinez. After a preliminary religious ceremony, they leave the town by way of the Grand S6k (Market). On entering the gate at the bottom of the S6k they form a procession in which flag-bearers and musicians play considerable part. The manifestants link up into an irregular semicircle and dance slowly backwards. As soon as one of them feels inspired by the fervour proper to the occasion, he rushes into the ring and, seizing a light battle-axe, dances heavily up and down, tapping his head with the axe and

occasionally prostrating himself, till the director of ceremonies thinks it time to restrain him, when he retakes his place in the line. On reaching the top of the market the procession breaks up and proceeds to Mequinez, returning in about a fortnight. The Hamadsha sect was founded by Sidi Hamdush—a saint who flourished a century or so ago in Mequinez. According to the popular story, he had a vision, in consequence of which the sect was formed. It was unpopular with the Sultan, who tried to suppress it, and would allow it to continue only if Hamdush could buy up the city of Mequinez. A second vision revealed to the saint the existence of untold gold, which he offered to the Sultan, who then relented."





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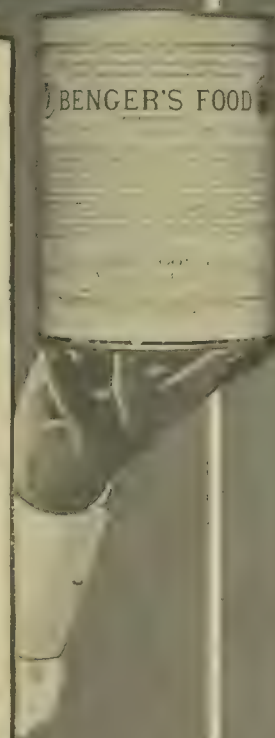
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It has the important advantage of becoming slightly laxative, if the longer time for digestion mentioned in the directions is allowed, whereas highly concentrated food products usually act otherwise.

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## FROM THE WORLD'S SCRAP-BOOK.



Photo, Record Press.

GRAND OPERA UNDER THE SHADOW OF THE PYRAMIDS: BUILDING THE GREAT STAGE FOR A UNIQUE PRODUCTION OF "AIDA."

An Italian Opera Company arranged to produce "Aida" on March 3, at the foot of the Pyramids during full moon. The site is peculiarly appropriate, for the plot is laid in Egypt and the music has an Egyptian character. "Aida" was composed by Verdi at the request of Ismail Pasha, and was first produced at the inauguration of the Khedivial Opera House, Cairo, in 1871. The Pyramids by moonlight are wonderfully imposing—a most impressive setting for the opera. About a thousand people were engaged to take part, with hundreds of horses and camels.



Photo, L.N.A.

UNAFFECTED BY COAL STRIKES: THE "SELANDIA"—THE FIRST MOTOR-LINER—AT THE WEST INDIA DOCKS.

The "Selandia," the first ocean-going motor-liner, built for the East Asiatic Company and fitted with two Diesel engines by Messrs. Burmeister and Wain, of Copenhagen, started from London on March 2, for her first voyage, to Bangkok, calling first at Antwerp. She uses no coal, her fuel being petroleum, of which she carries enough for a voyage round the world. She has no funnels, the outlet for fumes being through ventilators in the masts. It is said that a motor-driven war-ship is to be built for the Admiralty. Mr. Winston Churchill visited the "Selandia."



Photo, Topical.

THE RESULT OF COLLIDING WITH A CHANNEL STEAMER: THE DAMAGED BOWS OF THE S.S. "LOCKWOOD" AFTER THE ACCIDENT.

An alarming collision took place on March 1 in the Channel, about three miles off Dover, between the mail steamer "Le Nord," crossing from Calais, and the London steamer "Lockwood." The bows of the "Lockwood," which was going east, struck "Le Nord" on the port side just in front of the paddle-wheel, and tore a great rent, six feet wide, which extended well below the water-line. The "Lockwood's" stem was cut away and forced back several feet. Distress signals were raised, and two tugs, the "Herculeum" and the "Lady Crundall," at once came out from Dover and brought the damaged vessels in. Fortunately, there was no loss of life. The mail-boat had 286 passengers. Three of them jumped on to the "Lockwood" just after the impact.



Photo, Illus. Bureau.

A COLLISION WHICH IMPERILLED 286 PASSENGERS: THE MAIL-BOAT "LE NORD," SHOWING THE GREAT RENT IN HER SIDE.



Photo, International News Service.

FLOATING WHERE SHE BLEW UP FOURTEEN YEARS AGO: THE U.S. BATTLE-SHIP "MAINE" IN HAVANA HARBOUR.

It will be recalled that the U.S. battle-ship "Maine" blew up in Havana Harbour on February 15, 1898, and that this was the immediate occasion of the Spanish-American War. The vessel has been recently raised, and it has been decided that the explosion was caused by a submarine mine. It was arranged to hold burial services for the bodies of the crew early this month, after which the cruisers "North Carolina" and "Birmingham" were to tow the bulk out to sea and sink it.



Photo, Newspaper Illustrations.

THE PARIS MOTOR MURDER: THE CAR FROM WHICH THE SHOTS WERE FIRED WHICH KILLED A POLICEMAN.

A daring murder was committed by motorists in Paris on the evening of February 27 outside St. Lazare Station. The car was racing at great speed through the streets, and when it slowed up at a block in the traffic, a policeman named Garnier jumped on the footboard to demand the driver's credentials. The occupants shot him, and he died on the way to hospital. Meanwhile the car, though pursued, managed to escape. It had been stolen from a M. Buisson, of Saint-Mandé. Several men were afterwards arrested.



# BUCHANAN'S Scotch Whisky



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## LADIES' PAGE.

A LONDON shopkeeper has been fined for selling a olive oil, some unholy mixture of cotton-seed, pea-nut, and other oils, in which the one thing clearly discernible was that the olive had no part at all in the concoction. It is unfortunately very difficult to obtain pure olive oil in England. This fact accounts for a great deal of the dislike to salads that is more or less boasted of in our midst. The pure oil of the olive is tasteless, yet it leaves a bland hint of a pleasant flavour upon the palate; it is also perfectly digestible and very wholesome. With pure wine-vinegar it makes an ideal mixture, and this simple "cruet dressing" is largely and satisfactorily used in France (where it is called "à la Vinaigrette") for many dishes besides green salad materials. Cold meats thus accompanied, particularly calf's head "à la Vinaigrette," form an excellent luncheon, and it is much to be regretted that the practice of serving in England with adulterated oil and harsh acids in place of pure olive oil and good wine-vinegar in the cruet makes salads and "vinaigrette" dishes unpopular, in many homes, in fact, almost entirely neglected, yet they are both healthful and economical.

Adulteration is in this country too much winked at, too lightly punished by far: a small fine, covered very soon by the profit of the adulteration, is useless. Oil may be offered under some alias or fanciful title, or merely as "salad" oil, with no olive oil in it, and the law will not touch the offender. But if you ask for (and pay for—it is rather expensive) "olive" oil, and take care that the name is printed on the bottle's label just so, with no evasion, you are entitled to have the genuine pure oil supplied, and the London example of prosecution when necessary might well be followed by local authorities generally. It is not merely that people are discouraged from eating uncooked vegetables as healthful salads, and from trying "vinaigrette" dishes, by the disgust and indigestion caused by the bad oils, but that the genuine olive oil is in itself a valuable article of diet. It is as useful as cod-liver oil, especially for children, in many wasting diseases, and far more agreeable to take and more easily digested; and it will often "plump up" a scraggy damsel and cure anæmia. It can be eaten with potatoes, or on toast, or with stewed figs, or on tomatoes, as well as on a green salad material, and two tablespoonfuls thus taken in food, daily or twice a day, will often work wonders in malnutrition. Curiously enough, its frequent use is found to help some liver patients, especially preventing gall-stones. But for all this genuine olive oil is needed, not adulterations.

Some of the newest and most charming of evening gowns are being made with very long sleeves of some fine transparent fabric. Tucked or gathered tulle or chiffon is dainty, but the most attractive material is unquestionably either black or white lace. As the idea is to show the beautiful shape of the arm, the long sleeve is usually closely modelled to the outline; but in the case of a woman with



A SMART COAT.

This is made of black satin, with portions of both cuffs and revers of pale pink face-cloth.

those sadly scraggy arms we sometimes see, a little fullness or gathering up of the material is infinitely preferable. A smart model with these long, tight-fitting sleeves of lace was made with an emerald green satin overdress which ended at the hem in a triple train—square at the back and pointed at either side, corners and points alike finished by massive gold tassels. The underskirt, like the sleeves, was of coffee-coloured lace embroidered in artistic little garlands of gold laurel leaves. It was held in under the bust by a wide satin belt that passed under the emerald over-tunic. A bold splash of colour was given by this belt being of a dull tone of heliotrope. Another smart frock bordering on the picturesque in style, after the manner of a goodly number of up-to-date gowns, consisted of a tunic of very heavy lace edged at knees and throat by a wide border of brilliant-hued embroidery. The long lace sleeves were so tight they certainly appeared to require the row of buttons that ran up their back to be "practical," as is said of stage scenery that is genuine and can be used. From the under-arm seam was arranged a gracefully drooping flounce of the lace, attached to the side of the gown and reaching almost to the knees.

Medical men have of late been impressing on us the actual value of sweetmeats for children, but it is excessively important that the right "sweeties" should be selected, otherwise, far from being beneficial, there results a sad tale of deranged digestion and decaying teeth. So it is really advantageous to know of "Allenbury's" Milk-Food Chocolate, a dainty nourishing confection of delicious flavour. Not only is it a real treat to the little ones, but it is a complete food in concentrated form, which is digested and assimilated with ease. It can be obtained at all chemists', in 1d., 3d., and 6d. tablets, or in boxes, 2s. and 6s. each, but a free sample will be sent on application to Messrs. Allen and Hanbury, Ltd., 37, Lombard Street, E.C.

Nothing more delicate and charming can be imagined than evening slippers as worn in Paris at present. One of the newest ideas is to drape real lace over satin—not to lay it on flat, which is more or less commonplace, but to have it delicately folded and looped and caught up here and there with tiny diamonds. In place of the conventional buckle, jewelled butterflies and dragon-flies in many-hued stones are making a bid for favour. Silken hose likewise are being elaborately embroidered with insects, not only the two beautiful species above named, but such unusual additions to a lady's attire as grasshoppers, ladybirds, and green and blue Egyptian beetles. Another quaint fancy is to have silk stockings made to lace up the front with a silk lace, similar to the fastening of a boot. Usually this lace is of the same colour as the stocking, yet contrasts are seen and certainly look very effective. But many ladies consider eccentricities in the way of shoes and stockings not in accordance with the dictates of refined taste, and assuredly nothing can really rival the good effect of simple satin slippers of a tone to harmonise with the gown.

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## ART NOTES.

"Is he a Celt?" was the query with which Meredith met tomes of a newcomer in the arts. When it was poetry that made him inquisitive, he not seldom got the only answer that satisfied him: all others were disbelieved or explained away. But while Irish poets fill the literary horizon Irish painters have no place on the national skyline. At one time Tom Moore stood alone, the representative of an unrepresentative literature, nay, neither of the soil nor of the racing clouds; now twenty writers, even with Synge gone, could be named as types of a notable movement in Irish authorship. But no painter is with them. Such artists as are Irishmen belong to other movements. They work, and may, be, triumph, in England and elsewhere, having accepted foreign standards. Perhaps the Irish painter (will you) tumbling out of the schools in the course of a year or two with the suddenness of the young poets; for the present we seek them, as we seek Irish generals, in an alien camp.

Mr. John Lavery (Kegan Paul) of his Irish descent, but the art of Lavery is not Irish as is the poetry of Mr. Shane Leslie, of Mr. Padraic Colum, or of Mr. James Stephens. Its weakness lies, perhaps, in the want of nationality. It possesses no prevailing spirit of place; no fire of partisanship. Mr. Lavery, born in the year that is also responsible for life to Mr. Bernard Shaw, went to

Glasgow for his first practice in paint, and ceased to be Irish with a completeness and skill that no poet could match. He found Scottish patrons who thought they patronised a fellow-countryman, until their cheques dispatched, they received receipts and a confession. The story of Mr. Lavery's career will make good reading for the all too numerous lady and ladies with the ambition of the Irish. During four years he touched up photographs, and when he got to Paris as a student, he took with him an admiration for Leighton keener than any patriotism; in France he took comfort in Bouguereau, being in time to

of plain narrative leaves Mr. Cunningham Graham out of the counting. Mr. Cunningham Graham writes a blythe and reckless preface. He knows the artist, and steals a march, or, so buoyant is he, a leap upon Mr. Shaw-Sparrow in setting forth many interesting passages in Mr. Lavery's life. It is only when one reaches Mr. Shaw-Sparrow's narrative that one knows that something is amiss. The two agree on no single point. When Mr. Cunningham Graham describes his first meeting with his friend (when he saves his life by arresting a runaway horse), we had thought to be on safe

ground. But in the body of the book is another tale, in which Mr. Lavery is the rescuer in quite a different scene. We must thank the writer of the preface. Whether or no he saved Mr. Lavery's life, who can deny that he saves the "Life"? Such a book must needs be written. Mr. Lavery's strong admirers deserve it. But try and imagine yourself in the shoes of one who is lukewarm, and then you see Mr. Cunningham-Graham in the light of a saviour.

As in the case of Buxton Knight and James Charles, praise and purchasers have found out Mr. Christian Symonds after his death. The memorial exhibition has taken the critics by surprise; in pointing to his merits now, they admit their own inattention during years when the artist needed them. Since his pictures were noticed in this column as they appeared, there is the less need to dwell upon their merits now.

E. M.



TO BE USED AS A GENUINE BACKGROUND FOR COURT PHOTOGRAPHS: THE NEW BALL-ROOM AT THE HYDE PARK HOTEL, ALBERT GATE.

These magnificent rooms have been secured by Mr. H. Walter Barnett, the distinguished photographer, of Hyde Park Corner, for the purpose of photographing ladies before or after Presentation on the evenings of their Majesties' Courts, March 8, 14, and 15. The new ball-room is decorated in the style of one of the chief rooms of Le Petit Trianon, Versailles, as altered for Marie Antoinette. Its temporary use as a studio marks a new era in photography, for here we get a genuine background instead of the usual "make-believe" which has hitherto prevailed in even the best photographic studios.



THE FOYER SEEN FROM THE PRIVATE ENTRANCE OF THE NEW BALL-ROOM AT THE HYDE PARK HOTEL.

welcome "The Mother of Sorrows" as the greatest thing in modern paint. Such was his hazardous youth!

The Lavery book is more exciting than it has a right to be; it can hardly be claimed that there is much in the career it describes (unless a Stevenson described it) to make the page romantic. But he who avoids its perusal in fear

found out Mr. Christian Symonds after his death. The memorial exhibition has taken the critics by surprise; in pointing to his merits now, they admit their own inattention during years when the artist needed them. Since his pictures were noticed in this column as they appeared, there is the less need to dwell upon their merits now.

Write for catalogue



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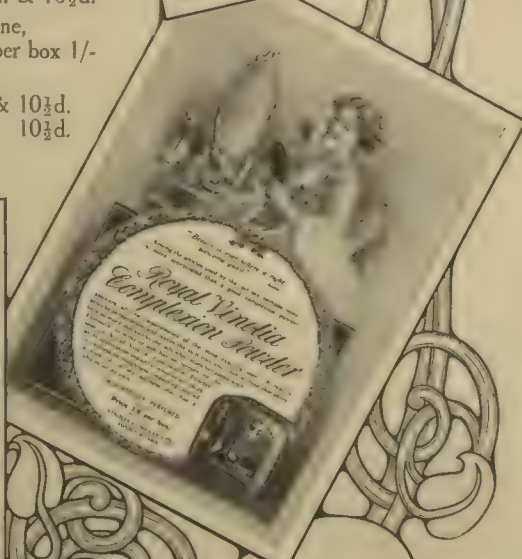
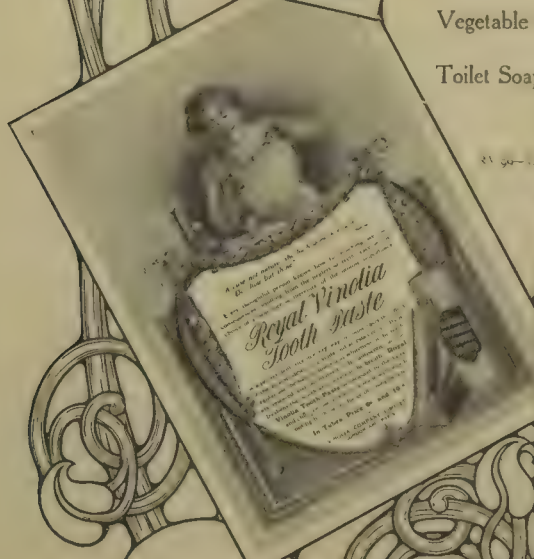
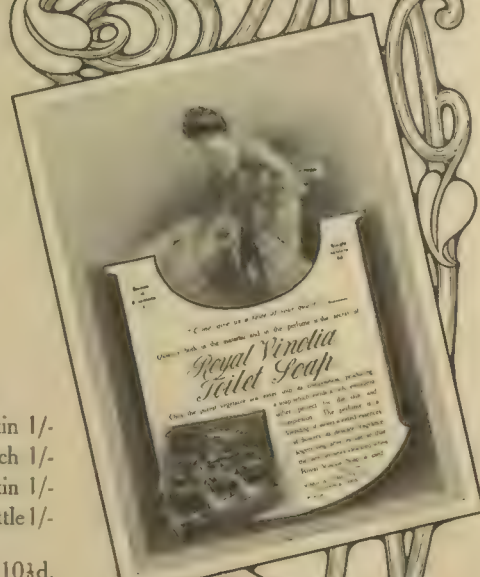
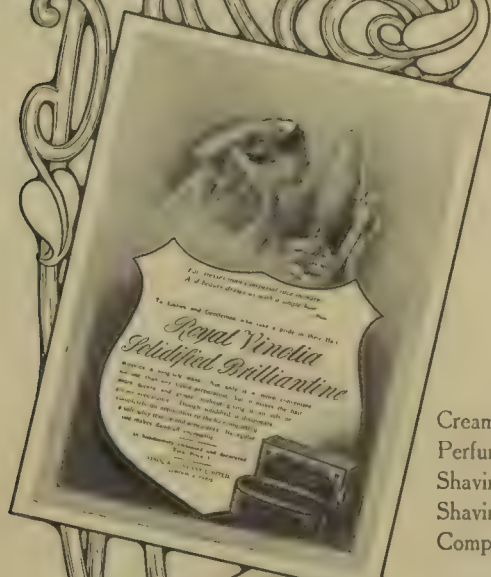
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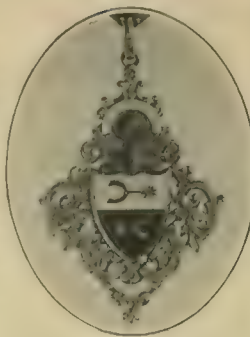


VINOLIA CO. LTD. LONDON AND PARIS.



## "CARNIVAL"

WE suppose some people will call "Carnival" (Martin Secker) an unpleasant book. This is not the way it strikes us. It is very tender, very sympathetic to one of the most touching and pitiful things in the world—the opening heart of a woman in unworthy surroundings. Jenny had warm potentialities, and the world misused them, yet she continued to be good, in a wide sense, to the end of her short life. She was loyal to the little sister, and she sacrificed the wild ecstasy of her love for Maurice for her mother's sake. She was a Cockney ballet-girl, and she might have been many better things. Mr. Compton Mackenzie has caught and transmingled in her history the spirit of youth and the spirit of London: where they disentangle themselves it is, of course, London, the grey vampire, that passes by unmoved by the spectacle of a flagging Jenny. In her adorable adolescence, how the carnival of light and sound and motion swings on its way! Not many authors have given us the attractive side of Cockneydom: Jenny's quick slang and pavement humour are not least among her charms. Perhaps of all the clever side-touches with which Mr. Mackenzie makes up his tingling, transient vision of girlhood, we like best her encounter with Monna Lisa. She did not take to Monna Lisa: how



RECENTLY CONFERRED ON ADMIRAL SIR ARCHIBALD DOUGLAS: THE PRESIDENTIAL BADGE OF "YE KNYTTES OF YE ROUND TABLE." "Ye Knytters of ye Round Table" is one of the oldest clubs in existence, forming a direct link with the old-time coffee-houses frequented by Dr. Johnson and his contemporaries. The club has a ritual of its own. Admiral Sir Archibald Douglas was recently invested with the President's Badge of Office, which, with the members' badges, was designed and made by the Goldsmiths and Silversmiths Co., of 112, Regent Street, W.



TO HONOUR THE RETIRING GENERAL MANAGER OF THE LONDON AND SOUTH WESTERN RAILWAY: A PRESENTATION TO SIR CHARLES OWENS. The presentation, which was made by the General Managers of the Railways of the United Kingdom, consisted of a set of three solid silver-Elgin bowls and a pair of solid silver candelabra. They were designed and made by Messrs. Elkington and Co., of London and Birmingham.

could she? "I don't think much of her. What a terrible mouth. Her hands is nice, though—very nice. And what's all those rocks at the back—low tide at Clacton, I should think." Jenny scores for the moment; but La Gioconda comes into her own later, being of the eternal order of things, and smiling at ephemeral virginity already a little bruised, and not a little reckless, at their next encounter. The pity of it is that Columbine must dance until she grows weary; that a carnival is—only a carnival, after all.

Efforts are being made by the National Trust for Places of Historic Interest and Natural Beauty to raise £2000 for the preservation of Colley Hill, Surrey, as a free and open space to the nation. The Trust has received a promise of £1000, provided the other £2000 is raised within the next few weeks, and a local fund has been opened, to which Mr. Arthur Trower, of Wiggie, Redhill, is hon. treasurer. Colley Hill, part of the North Downs and the historic Pilgrim's Way, is one of the most beautiful spots within easy reach of London, but it is already threatened by the builder. Its preservation as a "lung" for the ever-spreading Metropolis is much to be desired.

Several famous men have been removed from the world of journalism during the past year, notably Mr. Labouchere, Mr. Moberly Bell, Mr. Passmore Edwards, Sir Percy Bunting, Sir Hugh Gilzean-Reid. Of this we are reminded by the obituary notes and portraits in the 1912 edition of "The Newspaper Press Directory" (Mitchell and Co., 1 and

2, Snow Hill, E.C.). Prefaced by an article by Mr. W. T. Stead, this useful book of reference contains all the information one is likely to require regarding the Press of the British Empire and of foreign countries.

There is much reading matter of general interest in "Sell's World's Press," in addition to its uses as a work of reference. Sir Henry Lucy and other writers contribute articles on journalism as a career, and Mr. Edward Porritt a survey of the World's Press. Among other items there are a record of newspaper happenings, memoirs of well-known journalists, and an anecdotal history of British journalism. The volume contains particulars of all the important papers of the Empire, to the number of nearly 3000, as well as the foreign Press.

It is worth noting that Humperdinck, whose music has contributed so greatly to the success of "The Miracle," is a strong advocate of the Pianola. Like many other



THE SPANISH NATIONAL GAME AT A FAMOUS FRENCH WATERING-PLACE: A PELOTA MATCH AT ST. JEAN DE LUZ.

Among the many varieties of sport which may be enjoyed at St. Jean de Luz, that famous resort on the Paris-Orleans Railway in Southern France, is the Basque game of pelota, which may be called the national ball game of Spain. Pelota has points of resemblance to racquets and fives. It is played on a concrete floor 200 feet long by 65 feet wide, with a wall 36 feet square at each end. The players, who are divided into two sides, are armed with a wickerwork basket, called a chistera, strapped to the wrist. The ball is served against the front wall, and on its rebound is struck by one of the other side. It has to bounce in a certain part of the court to score. King Edward used to watch pelota matches during his visits to Biarritz.

famous musicians, he endorses the fact that this instrument plays, to quote his own words, "with the taste and expression of an artiste." He attributes his preference for the Pianola largely to the Metrostyle, which is an exclusive feature of this instrument.

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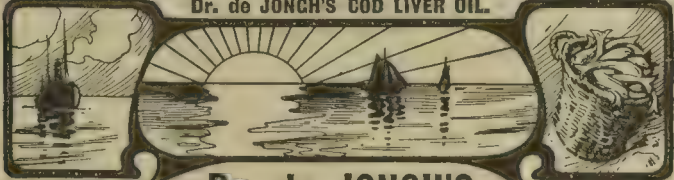
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Portrait specially drawn for the Orchestrelle Company by Joseph Simpson, R.B.A.

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"When I heard the Pianola for the first time, I did not hesitate to testify my admiration for this marvellous instrument, not only because of the way it surmounts technical difficulties, but because it is the only instrument of its kind which permits the player to express the sentiment, the emotion, with which the composition he is playing inspires him. "I find the greatest and most captivating interest in playing a composition with this instrument, so precise and susceptible is it in rendering the most subtle shadings."

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Still another tribute to the artistic value of the Pianola. Every week we publish the testimony of some famous musician whose authority to speak on musical matters cannot be questioned.

Nearly every well-known musician in the world has contributed to this testimony. All are agreed on one point—the Pianola is the only piano-playing instrument which enables the untaught player to interpret music with the human touch and artistic expression of a virtuoso.

You need not know a single note of music to experience the same keen personal joys that the musician feels, for the Pianola Piano answers to your moods and emotions as no other piano-playing instrument could do.

The Pianola Piano strikes the right notes for you, shows you how to interpret the most complicated music, and plays with all the magic of perfect technique. But it leaves the artistic expression wholly to you.

### THE METROSTYLE.

"The Metrostyle is almost as valuable as the instrument itself. It has filled me with admiration and wonder," says Humperdinck, the famous composer of "The Miracle." The Metrostyle is the feature of the Pianola Piano which shows the novice how to render the music with the understanding and expression of a gifted musician. The world's greatest musicians are agreed that no piano-playing device is worthy of recognition unless it contains the Metrostyle. There is only one that does—the Pianola Piano.

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The Themodist causes the theme to stand out boldly from the accompaniment. Just as the voice of a singer is heard clearly above the instrumental accompaniment, so the Themodist gives the melody its proper prominence. No matter where the vein of the melody may run on the keyboard, the Themodist gives it its proper value. It gives the player an absolutely governable touch. Like the Metrostyle, it is an exclusive feature of the Pianola Piano, and cannot be duplicated.

The Pianola Piano is a combination of the only perfect piano-player, the Pianola, with the best in pianos—the famous Steinway, Weber, or Steck. Call at Aeolian Hall and play it for yourself, or write for Catalogue "H."

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The name "Pianola" is not, as many think, a name for any and all piano-playing devices. It is a registered trade mark, applicable only to the instruments made by the Orchestrelle Co.



THE APPOINTMENT



## CHESS.

To Correspondents.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

E. J. WINTER-WOOD.—We are glad the column in the *Illustrated Western Weekly* is flourishing so well under your brother's vigorous editorship.

G. BROWN (Helfast).—We hope to publish all your problems in due course.

W. H. GENDRY (Exmouth).—The problem in its amended form seems all right, and shall appear shortly.

H. M. PRIDEAUX (Exeter).—Thanks for fresh contribution; it will be, no doubt, as acceptable as usual. Your "Sorrento" problem has received much praise from our correspondents.

C. M. S. (Harnsey).—For a first attempt the problem impresses us favourably, and we will give it a closer examination and report later.

S. G. McDERMOTT (Toronto).—Your amended diagram duly to hand, but it evidently wants careful examination, the forces on both sides being too powerful.

J. LESLIE LAIDLAW.—Marked for insertion.

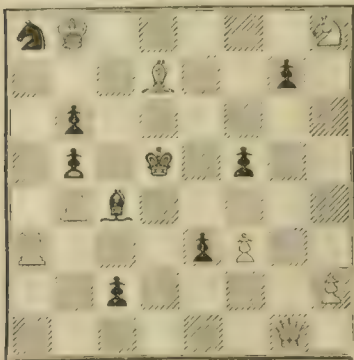
E. G. H. BARLOW.—Thanks; it shall be examined.

CORRECT SOLUTION OF PROBLEM No. 3530 received from C. A. M. (Penang); of No. 3531 from S. G. McDERMOTT (Toronto) and W. B. Shaw (Rhodesia); of No. 3532 from S. G. McDERMOTT, F. HANSTEIN (Natal), and F. HORNBOURNE (Africa); of No. 3533 from C. Field Junior (Athal, Mass., U.S.A.); and H. M. S. (Denver); of No. 3534 from Theo. MARZALL (Colyton), A. MARZALL (Colburn), Clement C. Danby (Market Harborough), and J. H. VERRILL (Rothwell); of No. 3535 from A. MAURITZ, F. R. GITTINS (Finsbury), Captain Challice (Great Yarmouth), and F. W. AITCHISON (Crowthorne).

CORRECT SOLUTIONS OF PROBLEM No. 3536 received from Rev. J. Christie (Redditch), Mark Dawson (Horsforth), Ph. Leizen (Hannover), W. Winter (Medstead), J. Fowler, J. Churcher (Southampton), J. Gamble (Helfast), W. H. Taylor (Westcliff-on-Sea), J. Green (Boulogne), J. Cohn (Berlin), E. S. H. (Leeds), Horatio Baxter (Fayport), John Harrison (Liverpool), W. L. (Marple), J. D. Tucker (Hilkey), H. J. M. C. St. John (Torquay), W. B. (Dorchester), G. Stillington-Johnson (Colham), G. Threder (Northampton), J. Leslie Laidlaw (Edinburgh), E. G. H. Barlow (Bournemouth), A. W. Hamilton (Gold Winstade), E. W. (Hereford), Mark Dawson, J. F. G. Pieterse (Kingswinford), E. J. Winter-wood (Taignton), and K. Worters (Canterbury).

PROBLEM No. 3538.—By G. P. D. (Damasus).

BLACK.



WHITE.

White to play, and mate in three moves.

SOLUTION OF PROBLEM No. 3535.—By J. LESLIE LAIDLAW.

WHITE.

1. Kt to B 3rd
2. Q to Q Kt 7th
3. Q or B mates

If Black play 1. K to K 6th, then 2. Q to R 4th, etc.

BLACK.

- K to Q 5th
- K moves

## CHESS IN AUSTRIA.

Game played in the Gambit Tournament at Abbazia, between Messrs. AUBRACH and SPIELMANN.

(Muzik Gambit).

- |                  |                |                       |                |
|------------------|----------------|-----------------------|----------------|
| WHITE (Mr. A.)   | BLACK (Mr. S.) | WHITE (Mr. A.)        | BLACK (Mr. S.) |
| 1. P to K 4th    | P to K 4th     | 18. Q to Kt 4th (ch)  | R to Kt 4th    |
| 2. P to K 4th    | P takes P      | 19. B takes B         | P to B 3rd     |
| 3. Kt to K B 3rd | P to Kt 4th    | 20. B to H 4 (dis ch) | K to H 2nd     |
| 4. B to B 4th    | P to Kt 5th    | 21. R to K B sq       | K to K 2nd     |
| 5. Castles       | P to Q 4th     | 22. P to Q 3rd        | Q to Kt 3rd    |
| 6. B takes P     | P takes Kt     | 23. R to Q sq         | Q to K sq      |
| 7. Q takes P     | Kt to K B 3rd  | 24. Kt to K 4th       | Q to K 4th     |
|                  |                | 25. B to Q 2nd        | Q to Q Kt 4th  |
|                  |                | 26. P to B 4th        |                |

The experience of the present game was a surprise in this direction, as it was not expected by other players in the tournament.

Q takes P B to K 2nd  
Kt to B 3rd  
P to B 3rd  
B to K 3rd  
B to Q 2nd  
B takes B  
R P takes B  
Kt to B 3rd

Up to this point the moves are identical with those of the game between Freyman and Spielmann. The former now continued P to K 5th and lost, but the test move is incomparably stronger.

14. K to R sq  
15. R to R 1st  
16. R takes P (ch)  
17. Q to B 5th (ch)  
18. K to R sq  
19. Kt to K Kt sq  
20. Kt to K 4th  
21. Kt to K 4th  
22. Kt to K 4th  
23. Kt to K 4th  
24. Kt to K 4th  
25. Kt to K 4th  
26. Kt to K 4th  
27. Kt to K 4th  
28. Kt to K 4th  
29. Kt to K 4th  
30. Kt to K 4th  
31. Kt to K 4th  
32. Kt to K 4th  
33. Kt to K 4th  
34. Kt to K 4th  
35. Kt to K 4th  
36. Kt to K 4th  
37. Kt to K 4th  
38. Kt to K 4th  
39. Kt to K 4th  
40. Kt to K 4th

Magnificent, but not war. The position did not justify the sacrifice, but it was good enough if patiently defended. Q to B 5th was White's most effective reply.

Black has pulled the game out of the fire very skilfully, and now has a straight road in front of him. After a few more moves, White resigned.

The result of the Gambit Tournament at Abbazia was: Spielmann first, Duras second; Kettl and E. Cohn tied for third. The general run of play was not good, but a few exceptionally pretty games redeemed the contest from insignificance. It is a pity the leading masters do not better support these specialised meetings.

## WILLS AND BEQUESTS.

THE will, dated June 15, 1909, of Mr. HENRY HASLAM, of 1, Portland Place, W., and 1, Old Broad Street, who died on Jan. 24, is proved by Henry Cobden Haslam, son, and Percy B. Ingham, the value of the property being £65,908. He gives £500 and the household furniture, etc., to his wife; 300 shares in the Indemnity Mutual Marine Assurance Company in trust for his son Arthur Francis; £5000 and 200 shares in trust for his daughter Hilda Kate; 150 shares in trust for his daughter Ethel Minna Ingham; 200 shares and 900 shares in the Bolton Steam Shipping Company to his son Henry Cobden; and the residue in trust for Mrs. Haslam for life, and then £8400 in trust for his son Arthur Francis; £5600 in trust for each of his daughters; and the residue to his son Henry Cobden.

The will and codicil of ELIZABETH MARY, DOWAGER COUNTESS OF CHICHESTER, who died on Dec. 8, are proved, the value of the property being £31,613. The testatrix bequeaths £6000 and any money due to her in respect of farm valuations to the Earl of Chichester; £10,000 each to the Hon. Evelyn Georgiana Pelham and Miss Mary Louisa Pelham; £5000 in trust for Ethel Morris; £1000 each to Ella Morris, Joan Rashleigh, and Walter Henry Pelham; various jewels to devolve with the family estates; and there are specific gifts to friends. The residue is to be divided between the Church Missionary Society, the Young Women's Christian Association, Brighton, the Police Convalescent Home, Hove, and the Girls' Shelter, Brighton.



The will (dated Sept. 24, 1911) of MR. ARTHUR WALTER CARRINGTON, of Farington Lodge, Leyland, Lancs., a director of Carrington and Dewhurst, cotton manufacturers, who died on Dec. 6, has been proved, the value of the estate amounting to £85,967. The testator gives £5000 and shares of the face-value of £3000 in his firm each to his wife and daughters Emeline Anne Mathews, Alice Ida. Ebsworth, and Winifred Addison; £3000 and £30,000 of such shares to his son; £500 each to his sisters Alice and Margaret; an annuity of £104 to his mother; £250 each to brothers; and the residue to his children.

The following important wills have been proved—

Sir Walter Thomas Wm. Spencer Stanhope, Cannon Hall, Cawthorne, Yorks. . . . . £118,979  
Mrs. Elizabeth Farmer Atkinson, Woodcote Place, Epsom . . . . . £86,759  
Mr. Isaac Hanson, Chevin Mount, Belper . . . . . £77,768  
Mr. Alfred James Swaab, The Royal Palace Hotel, Kensington . . . . . £71,141  
Mr. Gustav Emil Koenigsfeld, 143, Tulse Hill, and 60, Queen Victoria Street, E.C. . . . . £54,521  
Mr. James Fye, Knights Place, Cobham . . . . . £47,755

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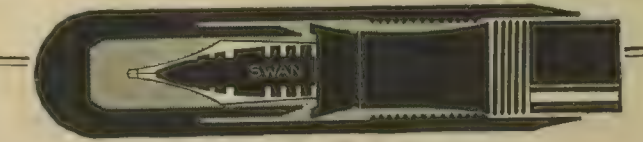
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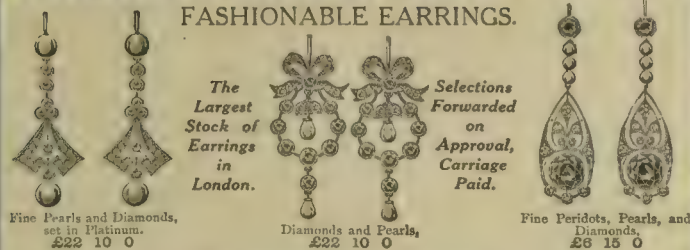
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## Brooklands and its Programme.

In many respects the racing prospects of the Brooklands track seem more attractive in their promise for the 1912 season than they have done for the last couple of years. In the first place, the new classification regulations—if they are to be applied to the purposes of the regular race-

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However, it matters little what the scientific shortcomings of the rating system may be, for there is no manner of doubt about the effect it has produced upon the modern

motor. Its influence has been all to the good, for it, more than anything, has tended to produce the engine of relatively small bore and lengthy piston-travel, combined with a remarkable power output, which is characteristic of the car of today. The movement may be said to have begun with the "Four-inch" Race, in which bore was restricted and stroke unlimited. At that time the fashion was for "square" engines, in which bore and

the time—length of stroke of some of the "four-inches" we prophesied that they would rack themselves to pieces. But they did not, and the net result of the race was the birth of the long-stroke motor. Later on, Brooklands, by its adoption of the R.A.C. rating, helped along the movement, for designers went out to circumvent the formula by lengthening stroke, and the finishing touch was put upon it by the Treasury, when it made the



Photo, Branger.

FRENCH ACTIVITY IN MILITARY AVIATION: AN AEROPLANE TRANSPORTED IN ITS SPECIAL WAGON DURING MANOEUVRES DE CAMPAGNE. The French military authorities are paying great attention to the subject of aviation. Among other things a special type of wagon has been designed for the transport of aeroplanes.

meetings and not to the "Class Records" alone—should attract a good deal of new blood, to the great benefit of the racing and, incidentally, to the "gate." With regard to this new method of classifying the cars at Brooklands in terms of cylinder capacity, it is undoubtedly a great improvement upon the old system of rating by R.A.C. formula, which has had its day and served its purpose. I suppose more criticism has been levelled against this formula than has been directed against anything ever conceived by the Club—and that is saying a good deal. Much of this criticism has been deserved, for when the formula was first evolved it was supposed to be scientifically correct as an indication of the horse-power which a motor of given cylinder diameter might be expected to develop. Manifestly, this was absurd, for it is something more than idle to contend that piston-travel has no influence on power.



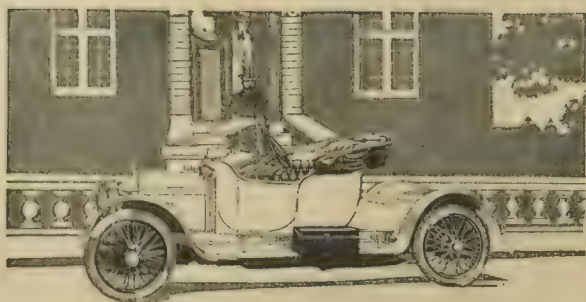
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(Continued overleaf.)



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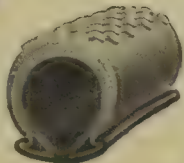
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illustrated brochure.

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# Wood-Milne STEELRUBBER TYRES



**Save money—trouble—temper—time—by  
fitting to your car the strongest tyres made.**

Motorists should investigate the claims of the **WOOD-  
MILNE** Tyre without delay. The distinguishing features  
of these popular tyres are those making for endurance.

“**WOOD-MILNES**” excel in point of service because they  
are made throughout on stronger lines than other tyres, and  
are able to resist wear-and-tear to an exceptional degree.  
The foundation of a tyre is its casing, and of the **WOOD-  
MILNE** casing there is this to be said—it is stouter than  
any rival production (containing an extra ply of canvas), and  
is built up to take the weight of the car evenly without the  
strain at the sides of the tread, so frequently the cause of de-  
terioration. A new process in vulcanising prevents “nipping”  
and danger of bursts therefrom. The quality of the material  
used is beyond reproach and the workmanship is perfect.

**Strength of  
Steelrubber.**

The motoring public are generally  
familiar with the principle of the  
**WOOD-MILNE** Steelrubber tread.

**Much Safer  
and Faster.**

Steelrubber is an intimate mixture of steel and rubber, possessing great  
strength and a remarkable mix with perfect resilience. The process of  
mixing (a **WOOD-MILNE** invention) overcomes the difficulties hitherto  
experienced in the effort to amalgamate steel and rubber, and a material  
is produced which runs exceptionally cool, and by reason of the coarse  
semi-metal surface presented to the road is much safer and faster on  
rough stretches and on grease than ordinary rubber. The economy of  
**WOOD-MILNE** tyres is fully established. These tyres have saved  
money for thousands of owners, and will do the same for you.

Letters from all quarters provide absolute proof of the genuine satisfaction afforded  
by these tyres. The following is one of many received—W.F. (Glasgow) writes:

**“Your 895 x 135 Tyre, fitted to a car  
weighing nearly two tons, has run 7000  
miles and is still in excellent condition.”**

Wood-Milne are made in Griprib, Gripstud, and Grooved Patterns—three  
unique designs which, in conjunction with the natural grip of Steelrubber,  
afford perfect security on all roads and start a new era in non-skids.

*Write for Illustrated List and further  
particulars of Wood-Milne Tyres.*

**WOOD-MILNE, LTD., PRESTON**

Telephone—Preston 246.

Telegrams—“Comfort, Preston.”

**LONDON: Manchester Avenue, Aldersgate Street, E.C.**

Also BRISTOL, BELFAST, GLASGOW, and PARIS.



and finish being at the flying ground. Already, I am told, the flying colony at Weybridge is taking an enthusiastic interest in the races, and the entry list for the Easter events is full.

**A Car of Much Merit.** One of my recent tests was of the new live-axle 18-h.p. De Dion-Bouton, an entirely new model emanating from the famous French house of De Dion. In this, as in several other of the De Dion types, the old style of floating axle, in which all the weight is carried by a supplementary rigid rear-axle, the cardan axle having nothing to do but transmit the drive to the road-wheels, has been discarded in favour of the more modern live-axle of the self-contained type. This, I think, is an improvement, for nowadays there is really no such thing as a bad live-axle. Save for this somewhat radical departure, the car follows the conventional lines of De Dion-Bouton practice, so there is no necessity for me to refer in detail to the points of its construction. I drove the car some couple of hundred miles during the week-end, and I must say I was perfectly delighted with its running. Fast on the level, a hill-climber of more than average merit, and beautifully smooth-running at all speeds, I found it to approach as nearly as need be to my ideal of what a car of its class should be. Decidedly, some at least of the firms whose names were household words a decade ago are not resting on their early fame, and their modern productions are as well in the

van as those of newer concerns of whom we sometimes hear more.

**A Question of Patents.** It is no secret that before long the validity of certain patents covering the application of the sleeve-valve to the internal-combustion motor will be tested in the Courts of this country. Apropos, it is interesting to note that an important case has just been decided in France, in which the holders of the Knight patents proceeded against the Rolland Pilain firm for alleged infringement. According to advices from across the Channel, the Court decided against the Knight patentees on the grounds of non-exploitation in France of one patent, and on account of want of novelty in the case of another, awarding the

the wider interests are by no means ignored. I have just received No. 5 of the *Austin Advocate*, devoted to matters affecting the firm which produces the Austin car.



WINNER OF THE KING OF SWEDEN'S PRIZE IN THE SWEDISH RELIABILITY TRIALS: HERR LUNDBERG STARTING FROM STOCKHOLM IN HIS CAR, FITTED WITH GOODRICH TYRES.

One notable feature of the Swedish Reliability Trials was the success achieved by Goodrich tyres. The King of Sweden presented a special trophy for the best performance by a native car driven by a Swedish motorist. This was won by Herr Lundberg.



ALMOST AS STEEP AS THE SIDE OF A HOUSE: WOLSELEY CARS ASCENDING DYER'S PASS, NEW ZEALAND, ON A GRADIENT OF 1 IN 3.

This photograph and that above it, taken in New Zealand, illustrate a very severe hill-climbing test successfully undergone by two Wolseley cars. They ascended Dyer's Pass, near Port Lyttelton, the gradient on which is in places as steep as one in three. The view from the top is magnificent. The car with the touring-body is a 16-20 h.p. Wolseley of the latest colonial type, and the two-seater is an older 14-20 car, which has seen some years of service on New Zealand roads.

respondent firm sixty thousand francs by way of damages. I understand that it is the intention of the Knight patentees to appeal from this judgment.

**An Interesting "House" Journal.**

It is becoming increasingly fashionable among the larger firms engaged in the motor trade to produce their own "house" journals, in which matters of interest to themselves naturally enough find greatest prominence, while



COMING OUT ON TOP IN A STEEP HILL-CLIMBING TEST: A WOLSELEY CAR REACHING THE SUMMIT OF DYER'S PASS, NEW ZEALAND.

It is a lot better done than most of these journals, for the reason that it is of far greater general interest than one is accustomed to expect in the case of these special and relatively restricted productions. The *bonne bouche* of this number is an article by Mr. Oscar Thompson on the "Chauffeur Problem," which contains a good deal of sound sense, and is very well worth the perusal of all who have found the problem a knotty one. A postal request will bring the *Advocate* monthly—and it is worth a good deal more than the trouble entailed. W. WHITTALL.

Mr. Thomas Dixon, Founder of the Dixon Institute of Scientific Salesmanship and Advertising, was recently entertained at a complimentary dinner by a number of his friends and pupils, at Frascati's Restaurant (Alexandra Hall), and a presentation was made to him as an acknowledgement of his long record of work as a pioneer and instructor in advertisement-writing, business management, and salesmanship. Mr. J. V. A. Shields, of the Columbia Phonograph Company, occupied the chair, and many other important business men were present, numbering about 150 in all. The presentation, which was made by Mr. W. C. Marsden, consisted of a handsome gold medallion, enclosed in an oaken casket, containing a scroll with over 500 signatures.

## FOR LONG DISTANCES

the most effective equipment is the combination of grooved and studded

# DUNLOP TYRES

### AND DUNLOP DETACHABLE WIRE WHEELS.

The qualities of, and service yielded by, the grooved Dunlop are proverbial. The performances of the 1912 leather-treaded non-skid have clearly demonstrated that it affords much greater mileage, more successful retreading, and greater freedom from stud-shedding than has hitherto been known with tyres of this type.

The perfected Dunlop detachable wire wheel—the pattern chosen by the great French car-engineering experts from the wheels of the world—has an automatic VISIBLE locking device with 42 teeth, each a lock in itself. These locking teeth are kept in mesh by the action of a coil spring so powerful that it would require twelve times the pressure exerted by ordinary running strains to force them out of engagement.

*Enlarged edition of the Dunlop Motor Tyre Manual, post free, on request.*

The Dunlop Tyre Co., Ltd., Aston Cross, Birmingham; and 14, Regent Street, London, S.W.  
 Paris: 4, Rue du Colonel Moll. Berlin: S.W. 13, Alexandrinenstrasse, 110.  
 The New Dunlop golf ball is the standard of excellence, and is the best ball obtainable at any price.



# THE GREAT DOMINION: CANADA.



THE KING'S REPRESENTATIVE IN CANADA, AND REPRESENTATIVES OF THE CANADIAN PEOPLE: THE DUKE OF CONNAUGHT.  
WITH THE DUCHESS OF CONNAUGHT AND MEMBERS OF THE CANADIAN CABINET.

The Duke of Connaught was appointed Governor-General and Commander-in-Chief of the Dominion of Canada last year, and so returned to the country in which he served during the Fenian Raid of 1870. The drawing shows his Royal Highness with the Duchess. At the head of the table below the Duke is seen Mr. R. L. Borden, Premier and President of the Privy Council. On the left of the picture, reading from the front to the back, are Mr. F. D. Monk,

Minister of Public Works; the Hon. George E. Foster, Minister of Trade and Commerce; Mr. W. T. White, Minister of Finance. On the right, reading from the front to the back, are the Hon. L. P. Pelletier, Postmaster-General; the Hon. Frank Cochrane, Minister of Railways; the Hon. C. J. Doherty, Minister of Justice; and the Hon. Robert Rogers, Minister of the Interior.—(A PORTRAIT GROUP BY A. C. MICHAEL.)



## CANADA, THE GREAT DOMINION: A RECORD OF PROGRESS.

CANADA: ITS NATURAL &amp; COMMERCIAL ADVANTAGES, ITS PRESENT, &amp; ITS PROMISES FOR THE FUTURE.



AN IMPOSING CORNER IN WINNIPEG: THE RESIDENCE OF MR. A. M. NANTON.

Mr. Augustus Meredith Nanton, one of Winnipeg's best-known and most popular citizens, is a typical Canadian business man of the best type. His firm is Messrs. Osler, Hammond, and Nanton; he is Vice-President of the Great-West Life Assurance Company, Managing Director of the Alberta Railway and Irrigation Company, and a director of various other important enterprises.

comparatively even and steady prosperity throughout Canada," as will be seen by the following figures.

which is an increase of 17,000 over 1910. From the United States there were 125,000 immigrants, or an increase of 4,000; while arrivals from European countries outside Great Britain increased by 6,000, to a total of 72,000.

There is also the fact that during the last twelve months there have been established on the main lines and branches of the Canadian Pacific, the Canadian Northern, and the Grand Trunk Railways no fewer than 203 townships. Of these 130 have been instituted on the Canadian Northern, 41 on the Canadian Pacific, and 32 on the Grand Trunk Pacific.

The Dominion Government report for the year shows a remarkable expansion of railways, which in turn indicates not only the present but the future development of the country.

Rapid progress is being made with the lines which will provide dual means of communication between the Atlantic and Pacific seaboard, opening up on their way vast areas of hitherto untouched territory. For the opening-up of the Northern Territories a railway is projected to Hudson Bay; and last month the contract for the construction of docks, granaries, station-yard buildings, etc., at Fort Churchill was signed with an English firm.

## GOVERNMENT RETURNS.

Despite the turmoil of the most momentous General Election in Canadian history, the year which has just elapsed has been one of steady prosperity and of buoyant trade, as is demonstrated by the Revenue returns for 1911. The returns available for the year show that for the nine months the revenue had increased to 99,482,947 dollars as against 85,665,833 dollars for the same period of the previous fiscal year. The main estimates for the coming year amount to 150,000,000 dollars, so that the rise in expenditure is justified by an equally steady rise in income.

These facts indicate the steadily increasing development of Canada in every direction. Day by day its distant territories are being opened up; every week new townships arise; and by hundreds of thousands new settlers arrive from Europe and the United States to take up their homes in this land of splendid opportunity.

Whether for the colonist, the investor, or the manufacturer, Canada offers opportunities that will never present themselves again under the British flag. All other territories of the world suitable for colonisation by white people of the temperate zone have been occupied. They are far distant from the Mother Country, but Canada is no more than a week's journey, and plans are now projected for a line of steam-ships which will cross the Atlantic in four days. The day of mere boom in Canada has passed; the extent of its resources has been firmly established, and it is to the full utilisation of its natural wealth, to the full development of its vast territory, and to the building up of a great free nation that Canada is marching forward with steady steps.



THE BEAUTY OF THE BLOSSOM: SPRING-TIME ON A BRITISH COLUMBIAN FRUIT RANCH—NELSON IN THE DISTANCE.

The census taken last year showed the population of the Dominion to be 7,102,338, being an increase of 1,821,023. The influx of settlers is estimated on official returns as being between 350,000 and 400,000 for the calendar year. That is to say, a thousand new citizens arrive daily to take up their residence and try their fortunes in Canada. Of these more than 40 per cent. now come from Great Britain—about 145,000.

## STEADY ECONOMIC GROWTH.

Statistics—always cold and impartial—present most clearly the steady advance of Canada during the last twelve months. In the unimpassioned language of the *Times*' annual financial review, 1911 was for Canada "a soberly prosperous year . . . a year of



PICTURESQUE, AND SUGGESTING THE MORE PRIMITIVE PAST: INDIANS CARRYING CANOES BY THE SIDE OF ROCK-STREWN WATER.



A SURVEY PARTY IN CANADA: THE RAFT ON WHICH TEN MEN CAME DOWN A HUNDRED AND FIFTY MILES ON PEACE RIVER.



# DESTINED TO BE "THE CONTROLLING POWER OF THE EMPIRE": CANADA.

PHOTOGRAPHS NOS. 1, 3, AND 5 REPRODUCED BY COURTESY OF MR. HARRY BRITTAIN; NO. 4 BY G. W. WISE; NO. 6 BY CASTOR.



1. THE ART OF RAILWAY-STATION KEEPING AS EXHIBITED BY THE C.P.R.: NORTH BEND, BRITISH COLUMBIA.

2. SIGN OF A CLAN: A TOTEM POST IN BRITISH COLUMBIA.

3. GARDENING ART AT REGINA STATION: CANADA'S MOTTO, "THE MAPLE LEAF FOR EVER," IN FLOWERS.

4. THE ROYAL GOVERNOR-GENERAL OF CANADA AND HIS WIFE IN GOVERNMENT HOUSE GROUNDS, OTTAWA: THE DUKE AND DUCHESS OF CONNAUGHT IN THEIR SLEIGH.

5. LOGGING IN CANADA: AT THE WESTERN LUMBER COMPANY'S. 6. THE SPOIL OF FOUR "GUNS": THE BAG AFTER A TWO-DAYS' SHOOT NEAR EDMONTON.

Speaking at the Guildhall not long ago, Earl Grey said: "Canada is one day destined to be the controlling power of the Empire of which she is a part." Commenting upon this, Mr. Arthur Hawkes, the new Commissioner of Emigration, said: "Whether Earl Grey's prophecy is to come true or not, it means that from the British point of view there

should be the maximum of sympathy and understanding as between the older land and the new. . . . If the Dominion is to fulfil Earl Grey's prophecy, it is of the very utmost importance that the people of Canada should become the firm friends of the Empire which they are to so largely influence."



# THE GREAT TIMBER INDUSTRY OF THE DOMINION: THE BRITISH CANADIAN LUMBER CORPORATION LTD.



THE GREAT TIMBER INDUSTRY OF CANADA: THE VANCOUVER MILL



OF THE BRITISH CANADIAN LUMBER CORPORATION, LIMITED.

"A FACT is a great thing," said Carlyle, and when affairs Canadian are under discussion, some aid, for the disconcert of the sceptical, that there are also great things which are facts. "Today the young men of Canada see visions where the old men dreamed dreams." "Canada was at one time almost one solid timbered belt, but to-day we see the great agricultural lands of Ontario and Quebec with beautiful farms where once stood magnificent areas of timber, and now Canada is forced to import lumber from the United States. The great hardwood forests of Eastern Canada are no more, and the only timber to be had in large quantities in Central Canada is from the north country, and this is principally of a poorer quality and most suitable for pulp."

Then, to the particular, there must be added the golden consequences of reforestation. No much for a gigantic industry in general; turn to it in particular in British Columbia, which comes amongst its fellows the largest compact area of merchantable timber in America. (Of the lumbering in this province of natural resources it is unnecessary to say that it is of paramount importance; the knowledge is common.) Its great forests have a wealth of timber—cedar, spruce, pine, hemlock, and Douglas fir, to give examples—of a size and quality which are unsurpassed, and the dense growths around the various lakes provide timber of such a quantity to the acre as is unknown elsewhere. And the commercial value of this is increasing.

Investment could be made at the moment than by the purchase of well-selected timber. During the past five years the price of standing timber in British Columbia has more than doubled; with the further opening up of the country, which is proceeding apace, and a demand whose magnitude is progressing, there seems no reason why it should not yield even better monetary results.

Very prominent amongst those engaged in the mammoth industry in question, and a living de-

is shipped to all parts of the Pacific, including the coasts of the United States and Japan, as well as those of China and Japan. With regard to,



THE "SEA LION" OF THE CORPORATION'S OWN FLEET.

monstration of its worth, is the British Canadian Lumber Corporation, Ltd., which, with a capital of \$20,000,000 dollars, has areas with the immense supply of over nine billion feet board measure, containing great tracts of the finest virgin timber, so situated that it can be logged out and put in the water at the minimum cost, and transported, with the aid of the Company's own steamers and sailing-boats, as well as by other means, most economically. In view of such advantages, some can call idle that boast which states that the Corporation's property represents an asset which cannot adequately be represented by figures based upon the present price of standing timber. The lumber from the growing shortage of timber on the continent of America becomes more and more evident. It is argued, indeed, and strongly, that no safer and better

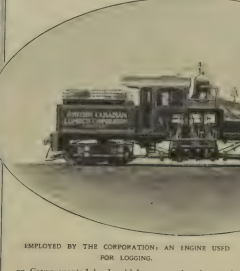
POPULAR FOR THE DURABILITY OF THEIR WOOD UNDER THE LAST-NAMED COUNTRIES, it should be remarked that their call for British Columbian lumber is increasing, for timber of the kind is not indigenous to them, and should grow in strength as they are

opened up more and more. Another market which is gaining in importance is that of the Canadian North-West Territories. The Canadian Prairie



problems alone consumed, in 1900, between 1700 and 1800 million feet board measure, and are expected to consume greater quantities still as their population expands. The tracts of standing timber

owned by the British Canadian Lumber Corporation may well be described. The Howe Sound and Port Moody are much prominent from their close proximity to Vancouver, the heart of the industry in the province, and from the quantity and length of body of their first-class long-bodied timber for spars, beams, and so forth. The Port San Juan has a large percentage of its timber situated on water and easily loggable, if desired, without railroad expense; and moreover, over 150,000,000 feet of its timber is

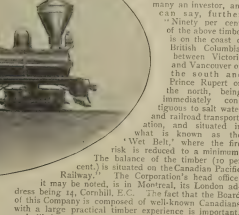


on Crown-granted land, which means that it can be cut and the logs can be sold in the United States and without duty—frequently logs fetch a higher price in the United States than they do in Canada, so both markets are open. The Interior Properties are on desirable rivers, intersected by the Canadian Pacific Railway, which means that the Corporation can log the whole of its holdings there without the use of a railroad and consequently at the smallest expense, and are so placed as to be very near the great markets. The River and the River (Kildala and Owekama) have timbers of superior quality, immediately contiguous to water and cheaply logged, while the fir, in particular, is most likely to be widely dealt in both in London and Montreal, and in this connection it is a satisfactory feature that no prior security can be created, or bonds issued, without the consent of the holders of 75 per cent. of the Preference Shares.

high prices in Northern British Columbia, for the fir is rare north of Owekama Lake. The Princess Royal Tract is very accessible to the growing city of Prince Rupert. The Masset Inlet Tract has special claims to notice—"In location at the door of the impenetrable prairie markets, and on the shortest and most direct route connecting North America with the Orient, whose timber supply has become practically exhausted and most largely depend on the Pacific coast for its timber and pulp; and the advantage it has in the closeness with which its timber can be logged and held in protected waters."

So much for a most fascinating enterprise which is calculated to interest many an investor, and can say, further, Ninety per cent. of the above timber on the coast of British Columbia, between Victoria and Vancouver on the south and Prince Rupert on the north, being immediately contiguous to salt water and situated in what is known as the "Wet Belt," where the fire risk is reduced to a minimum.

The balance of the timber (10 per cent.) is situated on the Canadian Pacific Railway. The Corporation's head office, it may be noted, is in Montreal, its London address being 45, Cornhill, E.C. 4. The fact that the Board of this Company is composed of well-known Canadians with a large practical timber experience is important, and likely to command the confidence of investors.



problems alone consumed, in 1900, between 1700 and 1800 million feet board measure, and are expected to consume greater quantities still as their population expands. The tracts of standing timber



A BRITISH COLUMBIAN GIANT: A SUPERB SPRUCE.

very rapidly add should continue so to do as the world's requirements swell in volume and the growing shortage of timber on the continent of America becomes more and more evident. It is argued, indeed, and strongly, that no safer and better



THE GROWTH OF A HUGE ENTERPRISE: THE PROPOSED MILL OF THE BRITISH CANADIAN LUMBER CORPORATION AT PORT SAN JUAN.



NOW IN COURSE OF CONSTRUCTION: THE NEW WESTMINSTER MILLS OF THE BRITISH CANADIAN LUMBER CORPORATION, LIMITED.



A BRITISH COLUMBIAN GIANT: A FINE RED CEDAR.



## THE SECOND CITY OF MANITOBA: BRANDON.

It is said of Brandon: "The Hudson Bay Railway and the opening of the Panama Canal will make it the centre of distribution to Europe and the Orient for the grain products of the great western plains," and that, in consequence of this and for other reasons, it is the city of opportunity. Two other titles it has also: it is "The Wheat City of the British Empire" and "The Garden City of the Golden West." Those be fine names, my masters, but they are not given in the mere wildness of patriotic prophecy. There is much to justify them. Not so long ago a prominent citizen of the United States said of Brandon: "The fact that the Canadian Northern Railway would invest half-a-million dollars in a hotel in your city is the best evidence you have yet given me that your city has a great future. Large investments by local men do not weigh much with me, because such men might be carried away by civic pride and enthusiasm, but when a big company like the C.N.R. makes such an investment it is only after the most careful and critical investigation has been made and when its officials are sure beyond a doubt that the place where they are putting so much money has an assured future." On what did the oracle, a particularly sane oracle, base his belief? Within a radius of sixty miles from the city are a hundred and thirty-four towns and villages! Within the area in which it has

"a preference in regard to freight rates over any other city there are some two hundred and ninety-four towns and villages, and a total population of approximately 350,000 people." Brandon itself, which holds within its bounds some 15,000 souls, is the first divisional point west of Winnipeg on both the Canadian Pacific and Canadian Northern Railway systems; it is one hundred and thirty-four miles from Winnipeg.

Let us take still more figures; they are both convincing and enlightening. In the sixty-mile radius to which reference has been made, some eight-and-twenty thousand farmers raise a quarter of the wheat crop of Western Canada; while two-thirds of the



PROMINENT AMONGST THE EDUCATIONAL FACILITIES OF BRANDON: BRANDON COLLEGE.

The college was built in the year 1886. The north wing, known as Clark Hall, was added some few years ago.

that its commercial life has been on sound, economic lines, and is rapidly gaining in strength. "Its peculiarly strategic position at the junction of the four transcontinental railway systems opens a vast market for all classes of merchandise and manufactures, while the increasing demand for all the requirements of modern comfort and convenience in a prosperous community

heating installation; an opera-house; electric light and gas; churches; free postal delivery; hospitals; a Y.M.C.A., which is much in evidence; an alert commercial bureau; ample facilities for recreation; and a promising street railway, at present under construction.

Brandon likewise possesses, amongst other assets, granolithic side-walks, thirty-five miles; graded streets, twenty-five miles; cold-storage capacity, 2500 tons; elevator capacity, 560,000 bushels; hydrants, 112; sewers, twenty-one miles; stockyards capacity, eight or ten carloads; milling capacity, 1200 barrels; water-mains, twenty-five miles; sidewalks, forty-two miles; boulevards, twelve miles. Its water-rate to manufacturers is 12½ cents per 1000 gallons; its gas, 1 dollar 75 cents per thousand feet, with 5 per cent. off for the first thousand, 10 per cent. off for the third, and 15 per cent. off for the fifth. Fifty of its

firms employ 2050 men. Three hundred and forty-six passenger-trains go in and out of it weekly, and 478 freight. That is a record of which to boast, and yet we do not give it in its completeness. There are also, for example, three railway-stations, ten chartered banks, an experimental farm of a thousand acres, Summer Fair grounds, a Winter Fair auditorium building, three colleges, a collegiate institute, six district schools, twenty churches, sixteen hotels, fifteen lodges of fraternal societies, and a Board of Trade. As to the town's situation, it is high, dry, and healthy.

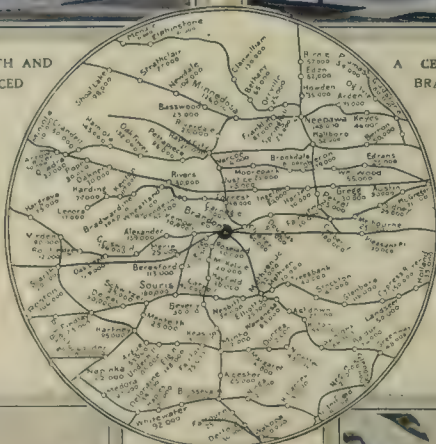
A while ago, a writer said that Brandon was waking up. To-day he would have to note that it is well awake. Its moments of eye-rubbing have passed, and it is in its most strenuous mood—essentially and unquestionably alive! Since the first settlers fixed upon it three-and-thirty years ago it has seen changes which appear almost miraculous, changes we have already given a few figures to indicate; and it is served by no fewer than four great lines, the Canadian Pacific, the Canadian Northern, the Grand Trunk Pacific, and the Great Northern.



VISIBLE SIGN OF THE COMMERCIAL GROWTH AND IMPORTANCE OF BRANDON: TWO REINFORCED FIRE-PROOF BUILDINGS IN 9TH STREET.



A CENTRE OF IMPORTANT SOCIAL LIFE IN BRANDON: THE SECOND CITY OF MANITOBA'S FINE CLUBHOUSE.



TO DEMONSTRATE THE VALUE OF ITS POSITION: BRANDON AND THE TOWNS AND VILLAGES WITHIN A SIXTY-MILE RADIUS.

Within a sixty-mile radius of Brandon are 134 towns and villages, and within the area in which it has a preference over any other city with regard to freight rates are some 224 towns and villages, with a total population of approximately 350,000 people.

Photographs by Commercial Bureau.

must inevitably develop a large wholesale and retail trade, which is assured by the excellent shipping facilities and the passenger service on the railroads.

Amongst its enterprises, civic and private, must be numbered a most efficient fire department and police force; brick plants, pump-factories, machine-works, flour-mills, a tannery, a windmill-factory, planing-mills and sash and door factories, a show-case factory, monument-making establishments, breweries, cigar-factories, creameries, nurseries, and an excellent cold-storage plant; also a couple of daily newspapers; green-houses; a steam-laundry; and various other undertakings. Among public institutions may be mentioned sewerage and water systems of proved merit; a most



BRANDON IN ITS MOST UP-TO-DATE ASPECT: A MOTOR-CAR MEET OUTSIDE THE CITY HALL, A PROOF OF PROGRESSION.

elevator capacity of the province is found in the same area. Some idea of its importance can be gained from the knowledge that it is the recognised commercial centre of the hard wheat belt of the fertile region tributary to it. It has six grain-elevators, with a total capacity of 560,000 bushels. In connection with cattle-raising, it need only be remarked that one of the large English farmers of the district has won four hundred first prizes in the last two years, together with a hundred gold and silver medals and forty silver cups and diplomas. The industrial growth of the city shows



SHOWING THE POST, CUSTOMS, AND INLAND OFFICES, AND THE MERCHANTS' BANK: ROSSER AVENUE, THE MAIN BUSINESS THOROUGHFARE OF BRANDON.

For the rest, let it be said that it is "situated in a most picturesque spot on the southern slope of the Assiniboine river valley . . . a picturesque spot abounding in a scenic display of beauty lavished by beneficent nature. In days of yore this site was designated the 'Grand Valley' by the old trappers and buffalo-hunters, an appellation entirely synonymous with the rich, park-like landscape so resplendently unfolded in its natural beauty." The last has not been heard of Brandon's progress: that may be asserted emphatically.



# WELL AWAKE!—IN BRANDON, MANITOBA'S SECOND CITY.



1. WAITING THEIR TURN TO BE MADE INTO SHOW-CASES AND HOUSE AND SHOP-FITTINGS. AT A BRANDON FACTORY: LOGS FROM THE NORTH ON THE ASSINIBOINE RIVER.

3. CENTRES OF RELIGIOUS LIFE IN MANITOBA'S SECOND CITY: TWO CHURCHES ON EIGHTH STREET AND LORNE AVENUE, BRANDON.

5. A SPLENDIDLY TREED AVENUE: THE CARRIAGE-WAY OF SIXTH STREET, LOOKING SOUTH.

2. AT ONE OF BRANDON'S TWO GREAT FUNCTIONS FOR THE ENCOURAGEMENT OF AGRICULTURE: PRIZE CATTLE AT THE SUMMER FAIR WHICH IS HELD ANNUALLY.

4. PART OF THIRTY-FIVE MILES OF GRANOLITHIC SIDE-WALKS: SIXTH STREET, TYPICAL OF BRANDON'S FINE THOROUGHFARES.

6. FOUR YEARS AGO NOTHING BUT A SLOUGH; WEST END PARK, SHOWING THE BANDSTAND.

As is shown in an article which appears elsewhere in this Supplement, Brandon has numerous claims to the consideration, and does everything that lies within its power to maintain its boasted position as Manitoba's second city. In civic and commercial matters alike it is

growing year by year, one might almost say month by month. Not long ago a stranger described it as a city that is waking up. That same stranger would have to dub it to-day a city that is well awake.



## AN ALL-RED TOUR THROUGH CANADA.

If Canada were ever to adopt a slogan, she might very well take that of Calgary, which reads, "Come and See."

For anyone who wishes to realise what is going on in this wonderful Dominion must go to Canada in person. But first remember that it can't be done in a week. It takes four days and a half to cross from Atlantic to Pacific in the fastest transcontinental train. Canada does not consist merely of Quebec, Montreal, and Toronto. The West is as different from the East as the East is from Great Britain, and even the West is divided into two entirely different countries—namely, the Prairies and British Columbia.

By the courtesy of the Canadian Pacific Railway we are able to plan out here an itinerary which includes all the chief Canadian centres, agricultural, commercial, and industrial, passing through every kind of Canadian scenery, and so arranged that at very few points has the traveller to retrace his steps. For most of the seven or eight thousand miles shown, he passes through new country all the time.

Arriving at Quebec, the summer terminus of the chief transatlantic steamers, we put in a day at the Château Frontenac, and then start off for Montreal (Place Viger Hotel), the commercial capital. From Montreal it is only a few hours' run to Ottawa, the picturesque political capital. From Ottawa take the westbound train to Port Arthur and Fort William, the twin cities at the head of the Great Lakes. Those who care for fishing can get good speckled trout by stopping off on the way at Missanabie or at Nipigon. After Fort William comes Winnipeg (Royal Alexandra Hotel) rapidly becoming a city that can compare with the capitals of Europe. From Winnipeg take

at Emerald Lake. From Emerald Lake, every day in summer, start parties on horseback for the summer camps in the Yoho Valley, a two or three days' round through romantic country. Golden, the next important station, is junction for the Columbia Valley, and one can take steamer or stage or motor-car up to Lake Windermere—a ninety-mile run of wonderful beauty. Then up over the Selkirks, through Roger's Pass to Glacier, under the shadow of Mount Sir Donald. Revelstoke, the next junction, connects with the Arrowhead Lakes, which,

and hire a motor at Patrick's garage. From Cranbrook there is a road right through to Golden on the main line of the C.P.R., a hundred and eighty miles distant, passing through the primeval forest to the Upper Columbia Valley. There is a tourist hotel half-way at Invermere on Lake Windermere, and the scenery all along is gorgeous—the Rockies on one side and the Selkirks on the other.

From Macleod and Lethbridge or from Golden one returns to Calgary to connect with the train running north to Edmonton, picturesquely situated on the banks of the Saskatchewan. From Edmonton one can travel east across the prairies by Saskatoon, a wonderful little city well worth a visit. Saskatoon leads back to Winnipeg, and Winnipeg to Fort William, where one can travel by lake steamer through the Soo (Sault Ste. Marie), to Owen Sound, and so to Toronto.

Toronto is just across the lake from Niagara, and also is not very far from the Muskoka Lakes—indeed, the whole hinterland of Toronto was made by Nature for summer visitors. From Toronto one can return by train, or by steamer through the Thousand Islands, to Montreal.

Those who have time should now run down to New Brunswick and Nova Scotia. St. Andrews, near St. John, has a delightful summer hotel called the "Algonquin"; while Nova Scotia has the Annapolis Valley, where all the apples come from, and the "Land of Evangeline," at Grand Pré.

The tour here outlined could be completed comfortably in nine weeks or more, and would give a very fair bird's-eye view of Canada. The rail-fares, including sleepers on the trains, would be less than forty pounds,



IN THE SELKIRKS: MOUNT SIR DONALD.

however, we suggest leaving to our return trip. Sicamous, a little further on, is junction for the Okanagan Valley, a land of fragrant orchards. Ashcroft, further on, connects with the old Cariboo Road, which leads to one of the best big-game districts in British Columbia. And so we come to Vancouver, the great terminal and port on the Pacific, with its magnificent drives through Stanley Park. From Vancouver delightful steamers run to Victoria on Vancouver Island. Here the Empress Hotel is the equivalent of the Château Frontenac at Quebec,

a convenient headquarters for excursions by motor or train through the loveliest island of the Pacific.

Coming back to Vancouver we take the eastbound express for Revelstoke, where we branch off down the Arrowhead Lakes, past lumber camps and new settlements till we come to West Robson and Nelson, in the heart of the Kootenays. Most of this journey is made in a jolly little steamer, run, as nearly everything is run, by the C.P.R. A little further on than Nelson is a new tourist hotel at Proctor, where good fishing may be had. Kootenay Landing is where the fast trains connect again, and on one of these we can climb up through the Crow's Nest Pass and down again to the prairies at Macleod and Lethbridge. Another scheme that may appeal to those who wish to break away from trains is to stop at Cranbrook

and other expenses would range, according to one's personal habits and tastes, from fifty to one hundred pounds. Add to these the Transatlantic steamer fare, and you can figure the cost. The knowledge and experience gained would be worth twice the money spent.

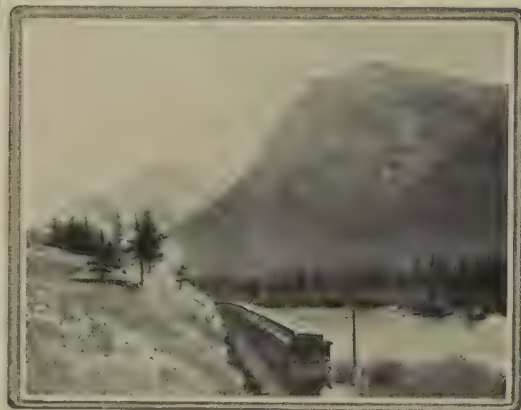
Everyone, of course, cannot spare so long a holiday, and much shorter round trips are arranged by the Canadian Pacific Railway for those who have less leisure or shorter purses. The best plan is to write to their office in Trafalgar Square, stating the time at one's disposal and the places one particularly wants to visit. But it is well to make one's plans in good time, as so many people spend their summers now in Canada, and in July and August the best cabins on the best steamers are booked two months in advance.



WHERE A DAY WOULD BE SPENT DURING THE ALL-RED TOUR THROUGH CANADA: THE CHÂTEAU FRONTENAC, QUEBEC.

the main line of the C.P.R. to Calgary, stopping off, if desired, at some of the prairie cities, such as Brandon, Regina, or Medicine Hat. Calgary is swarming with motor-cars, and a great deal can be seen in a day spent on a Calgary taxi-cab.

Here we are at the foothills of the Rockies, only a few hours by train from Banff, where the C.P.R. has the first of its chain of mountain hotels. Banff is a great centre for Alpine climbing, and the Canadian Alpine Club has its clubhouse here. Moving on further west, no one should pass by Laggan, for Laggan is the station for Lake Louise and the Lakes in the Clouds—brightest gems in the crown of the Rockies. Crossing the Great Divide, we come next to Field, where there is a delightful hotel within seven miles' drive of an equally pleasant resting-place—the Châlet



WHERE THE CANADIAN PACIFIC RAILWAY LINE ENTERS THE ROCKIES: THE PICTURESQUE GAP.



AN ALL-RED TOUR THROUGH CANADA: THE ROUTE BY THE CANADIAN PACIFIC RAILWAY.



## THE MOTOR HIGHWAY OF THE GREAT DIVIDE: A PLEASURE TO BE

DRAWN BY FRÉDÉRIC DE HAENEN.



A CIRCUIT OF 553 MILES, TRAVERSING THE GRANDEST SCENERY IN NORTH AMERICA: ON THE PROJECTED MOTOR-ROAD  
IN THE ROCKIES.

There is a very interesting scheme for the construction of a new automobile road through one of the most picturesque passes in the Rocky Mountains, from Calgary to Banff, to connect with the existing Government road through the beautiful Columbia Valley. This, again, will connect with a road recently constructed by the Alberta Government from Elko, over the Crows' Nest Pass, to Fort MacLeod, where there is an old and well-established road leading back to Calgary. In this way there will be a circuit of 553 miles traversing the grandest

scenery in North America; and the "Highway of the Great Divide," as it is to be called, should certainly attract vast numbers of motorists from all over the world. It has been arranged that the section from the Great Divide to Sinclair or the Golden-Fort Steele Road, through the Columbia Valley shall be built conjointly by the Canadian Pacific Railway and the British Columbia Government. The location of this section has been completed by Mr. H. J. Haffner, C.E., and actual construction is to commence this spring.



## FITTING-OUT THE FARMER: THE COCKSHUTT PLOUGHS.



A THIRTEEN-YEAR-OLD AT THE "HIE": A GIRL CUTTING A HUNDRED ACRES OF DOWN-TANGLED GRAIN ON A FROST AND WOOD BINDER, IN A WHEATFIELD OF THE CANADIAN NORTH WEST.

IN spite of vastly increased knowledge of the Great Dominion, its resources, its industries, and its splendid enterprise, it is doubtful whether the average Englishman even yet grasps the fact that Canada is something more than a merely agricultural country with the healthiest climate in the world and a soil so fertile that its product of grain is almost sufficient to supply all home requirements, and to render the Mother Country practically independent of foreign corn supplies. He, of course, knows something of the great trade in timber, and its picturesque side no doubt appeals to him. He may even have some notion that Canada has an important fishing industry. But, on the whole, it is the big figures of wheat-production that have the first place in his mind, and, like a true Briton, he dwells with delight on the vast acreage under cultivation and the ever-increasing area of the wheat belts. But it would surprise him to know that, apart from these wonder-compelling proofs of Canada's extraordinary progress, there are other factors in her development which are of the most vital importance to a community that desires to be as far as possible self-supplying as well as self-supporting; and in a country whose vast tracts of grain-bearing land make even the biggest English cornfield seem but the product of a Lilliputian hand, the plough inevitably comes first among the necessities of labour, the emblem of man's primal need, the symbol of his conquest of nature.



CUTTING GRAIN BEHIND A CASE TRACTION-ENGINE: FOUR EIGHT-FOOT FROST AND WOOD BINDERS AT WORK AT BASSANO, ALTA.

there is a saving of 75 per cent. as against other methods. Small wonder that the name of Cockshutt has travelled to the remotest parts of the earth!

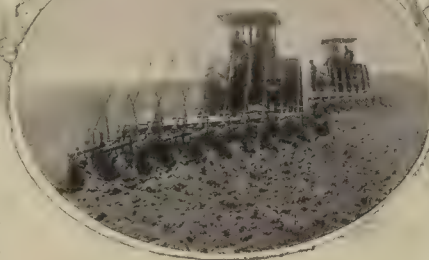
BIG-SCALE FARMING IN CANADA: A COCKSHUTT PLOUGH BEHIND A TRACTION-ENGINE

ance to a community that desires to be as far as possible self-supplying as well as self-supporting; and in a country whose vast tracts of grain-bearing land make even the biggest English cornfield seem but the product of a Lilliputian hand, the plough inevitably comes first among the necessities of labour, the emblem of man's primal need, the symbol of his conquest of nature.

Thirty-five years ago Mr. J. G. Cockshutt started in a small way to manufacture farm-implements at Brantford, in the province of Ontario. The floor-space was very limited, the machinery lacked some of the latest appliances, there were difficulties of transport, and a hundred other obstacles to be overcome. But there was one asset that outweighed every deficiency and balanced every drawback—the impregnable determination of the founder to produce the finest and most reliable farm implements that the best material, the best workmanship, and the active supervision of the best brains could supply. Thirty-five years is not a long space in the life of a firm. Many men are alive and in their prime who remember the first beginnings of the Cockshutt plough-factory. Yet in that small period the fame of the Cockshutt plough has spread over the entire civilised world; its reputation has grown and grown on the solid foundation laid down by its founder, on the pledge with which he started, "I will make each individual implement as though the entire output of the factory depended on the success of that one." What difficulties were encountered in the carrying out of this policy, what

occasional setbacks, what efforts to maintain the foremost position when it was won—these it is not necessary here to refer to. Suffice it to say that, year by year, there has been a constantly increasing demand for the products of the Cockshutt Company, and at the present time it has one of the best-equipped manufacturing plants in the Dominion of Canada. No new process, no time or labour saving appliance, is overlooked. Everything that the latest engineering devices can effect is made to do duty in the interest of increased efficiency or reduced cost.

The Cockshutt ploughs are made in such variety as to meet countless different soil-conditions. Walking and riding models favoured by the ploughmen of England and America, types used by the Dutch farmers on the South African veldt, huge engine gangs which often turn 1800 miles of furrow in a single week's work—these are some of the products of this remarkable firm. And in the use of these ploughs



FARMING ON A LARGE SCALE IN CANADA WITH THE AID OF INGENUOUS AND LABOUR-SAVING MACHINERY: A PAIR OF THE FAMOUS COCKSHUTT FURROW-PLOUGHS AT WORK, DRAWN BY TRACTION-ENGINES.

beginnings, that, in spite of the constant clamour for more space, the vast buildings at Brantford present the appearance of organic growth, not of haphazard enlargement. As Mr. Cockshutt puts it, with pardonable pride, "There has been no retracing of steps." Each new workshop is but another member of the big family, not an alien growth. System prevails throughout. The raw materials enter at one section, pass through different operations, are subjected to numerous severe tests, and arrive at the warehouse as the finished product.

The offices share in this admirable method of simplification. Friction and overlapping are avoided. Waste and delay, the two most formidable enemies of so many big concerns, are both unknown.

The buying and selling departments are the perfection of efficiency, and branch houses at Winnipeg, Regina, Saskatoon, and Calgary bring the

Cockshutt implements within easy reach of the home buyer.

For those in more remote places there exist agencies in the principal countries of the world, including Italy, Palestine, India, Australia, New Zealand, South Africa, Cuba, Brazil, and Argentina.

The growth of this great organisation from its modest inception to its present proud position, from the era of the hand-forged and the baby engine to that of the mammoth shaft and the cyclopean hammer, is of significance not alone to the student of industrial development, but to the man of enterprise, the patriot, and the statesman.

It is well that they should grasp the fact that, thousands of miles away, there are brains at work doing for Canada now what Stephenson and Watt and Arkwright did for England when Canada was but a



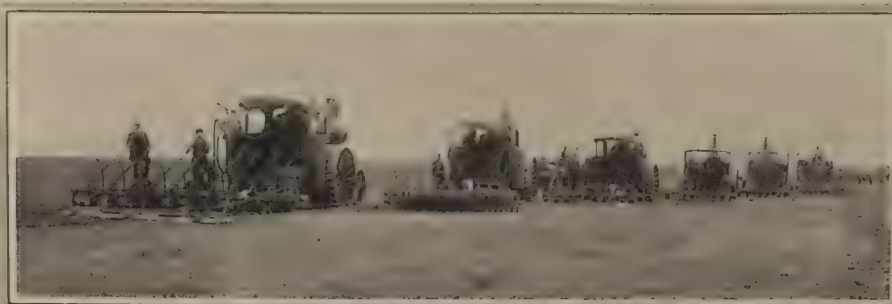
THREE OPERATIONS AT ONCE: PLOUGHING, PULVERISING, AND DISCING WITH A COCKSHUTT TWELVE-FURROW PLOUGH.

Adapted as these ploughs are to wheat-farming, preparing soil for cotton, sugar-cane, or any other purpose, unfailing reliability characterises them all.

geographical expression; helping to maintain that proud position in the industrial world to which, as much as to its military and naval conquests, England owes the homage of other nations.

Canada is a land of wonders. Its majestic beauties, its vast resources, its infinite potentialities have by slow degrees unfolded themselves to us. But we have yet fully to recognise the truth that beyond all these there is in this wonderland a race of men who, whilst they are justly proud of the land of their adoption, have in their veins the blood of the men who made England's greatness, commingled with that of a livelier race and stimulated by a more energising air.

The Cockshutt plough-works are but a concrete example of what can be done when enterprise, intelligence, and indomitable will combine. Truly a wonderful organisation that Canada may well be proud of.



SIX OF THE COCKSHUTT ENGINE GANG PLOUGHS AT WORK BEHIND TRACTION-ENGINES: A FINE OUTFIT BELONGING TO THE CANADIAN WHEATLANDS, LTD., SUFFIELD, ALTA.

These machines are ploughing over fourteen acres each round.

It is a notable indication of the far-seeing intelligence of Mr. Cockshutt, and of his capacity for estimating the future developments of his modest



## "THE MAPLE LEAF FOR EVER": "SUGARING OFF."

DRAWN BY FRÉDÉRIC DE HAENEN FROM A SKETCH BY A. HUGH FISHER.



AFTER THE TAPPING OF THE MAPLES: FESTIVITIES IN THE WOOD.

Mr. Fisher writes: "During the early spring the Quebec farmer continues an industry which was carried on by the Indians before him. When the sap rises in the maples the trees are tapped, that it may run out into vessels placed daily to receive it. The liquid is then boiled down. A merry-making usually takes place during the season, when the farmer and his friends

gather at the hut built for the boiling operations. There is usually some old 'Habitant' who can fiddle to the younger folk, and old French songs are sung. For the children hot syrup is poured on to clean snow, which makes it like a thin toffee." These facts lend interest to the item "maple syrup," which now often figures among the sweets on London restaurant menus.



## INVESTMENT AS A SCIENCE:

WITH the rapidly increasing progress and development of the great Dominion, there have naturally arisen excellent opportunities for the safe investment of capital.

Canada probably represents at the present moment the best opportunities of any country in the world for the safe investment of capital at very satisfactory rates of interest, so phenomenal, indeed, that the average British investor, who has perforce to be content with three to four per cent. interest on his money in this country, cannot realise that as much as double this percentage can be earned in Canada without lessening the security of the principal.

But it is one thing to realise the possibilities of judicious investment, and quite another to possess the intimate knowledge and experience necessary in order not merely to make the investment profitable, but to obtain the maximum of advantage; risk in the case of all the standard Canadian investments there is none. It is certain that in England the number of persons who are in a position to employ their capital in these Canadian investments to the

greatest advantage without expert advice is very small. Yet, upon the judgment exercised in the choice of stocks, in the knowledge of when, where, and how to buy, as also in the advancing of money upon mortgages, depends the whole question of whether the speculation—using the term in its best sense—is a success or a failure. Whether a handsome early profit or a substantial permanent income is the object aimed at, the same thing applies. Expert knowledge and ready facilities in dealing are essential in order to obtain the best and surest results.

The fact that in no country in the world have land values risen with such rapidity as in Canada, as a consequence of

the cultivation of the virgin land by hundreds of

thousands of settlers, in itself accounts for the highly remunerative rates of interest which mortgagors are prepared to pay for the wherewithal to develop their property, and it may fairly be argued that it is the recognition of the mutual benefit that would necessarily accrue to those who were earliest in the field that led, in the first instance, to the establishment of several large Canadian Trust Companies, foremost amongst which stands the Dominion Trust Company.

The Dominion Trust Company, Limited, was incorporated under charter of the Province of British Columbia, and by Act of the Legislature was also empowered to act as confidential agents; to invest public or private funds in first-mortgage securities in Canada, and in other legal investments; to manage estates; to act as executors, assignees, liquidators, and trustees for bond and debenture holders; to hold property and securities in trust for persons, firms, or corporations; and to receive and invest sinking funds and to allow interest on the same.

The special legislation empowers the Company to act as executor under wills or on behalf of existing executors, or by appointment of any court without the necessity of providing further security than its special bond deposited with the Government. The existence of this bond, in addition to the large capital and reserve of the Company, assures the maximum of safety and efficient administration of estates and funds entrusted to its care.

Another important branch of the Company's business consists in the investment of funds on behalf of clients in first mortgages on freehold property in Canada, yielding net to the investor from 6½ per cent. to 7½ per cent. interest per annum.

When investing funds for clients on first mortgages the property is valued by the Company's own valuers, and never more than 50 per cent. of such valuation is advanced on mortgage.

The mortgages are made for periods of three or five years, and the interest is payable quarterly or half-yearly, through the



MANAGING DIRECTOR OF THE DOMINION TRUST COMPANY, LTD.: MR. WILLIAM R. ARNOLD.

London Office of the Company, or can be left on deposit at the Head Office, bearing interest at 4 per



LONDON MANAGER OF THE DOMINION TRUST COMPANY, LTD.: MR. R. H. COURT.

cent. per annum, until such time as sufficient interest accumulates to invest in other mortgages.

## THE DOMINION TRUST COMPANY, LTD.

As an example of the care which is exercised in dealing with the money of clients, it may be mentioned that, as a general rule, the Dominion Trust only grants mortgages on property consisting of improved land—that is, land with buildings on it—in which case the land must be worth at least 90 per cent. of the amount of the loan, and the buildings must be worth 90 per cent. of the loan. Further the buildings must be insured for at least 80 per cent. of the loan, in reliable British companies, with loss, if any, paid by the borrower.

The Company holds a very high position in this class of business, and in 1910 opened a branch in London for the convenience of the constantly growing section of investors in Great Britain who appreciate the potentialities of Canadian development.

The Company secures, from time to time, issues of Government, Municipal, Railway, and other highly secured debentures, as well as bonds of trustworthy and successful industrial corporations, and, by offering such securities, and also first-class mortgages on freehold property in Canada, at a highly remunerative and perfectly secured rate of interest, has established a reputation for successful business which has gained the support of hundreds of the most careful financiers and business men in the Dominion and Great Britain.

The successful nature of its efforts is evidenced not so much in the large stock and debenture issues which it has successfully negotiated, as in the mortgage business it has built up with a large and constantly increasing clientele of successful investors, for whose benefit the Company laid itself out to give the maximum of care and attention.

SECRETARY AND TREASURER OF THE DOMINION TRUST COMPANY, LTD.: MR. E. P. MILLER.

The present capital of the Company is—

Authorised, \$5,000,000	Subscribed, \$2,250,000
Paid Up, \$1,500,188	Uncalled, \$749,812
Reserve .. ..	\$550,000

The Company, in addition to building up the reserve of 550,000 dollars, has paid a dividend of 8 per cent. per annum on its paid-up capital since its inception in 1903.

The Head Office of the Company, as illustrated, is one of the landmarks of Vancouver, being fourteen storeys in height, and situated on the most central site in the city.

In addition to these offices in Vancouver, the Company has branches at Montreal, Quebec; Regina, Saskatchewan; Calgary, Alberta; New Westminster, Victoria, and Nanaimo, B.C. Other branches will shortly be opened at Winnipeg, Manitoba; Halifax, Nova Scotia; and St. John, New Brunswick; and the Directors are also contemplating opening a branch in Europe at one of the largest centres on the Continent.

The Company is controlled by a strong Board of Directors, composed of successful business men in Vancouver and Montreal, under the presidency of Mr. W. H. P. Clubb. The Managing Director is Mr. W. R. Arnold, who has the reputation of being one of the most astute and farseeing of Canada's financiers; and the office of Secretary and Treasurer is held by Mr. E. P. Miller. An Advisory Committee has also been formed in connection with the London offices, which are situated in Pinners' Hall, Austin Friars, E.C., under the management of Mr. R. H. Court, who is prepared to advise upon Canadian investments without charge or obligation to transact business with the Company, and who cordially invites inquiries.

The balance-sheet and annual report for the year ending December 31, 1911, has just been published, and copies can be obtained on application to the manager of the London offices.



A CENTRE FROM WHICH MANY ESTATES AND INVESTMENTS ARE MANAGED: THE HEAD OFFICE OF THE DOMINION TRUST COMPANY, LTD., AT VANCOUVER.



# THE LESS FAMILIAR SIDE: CURIOUS PHASES OF CANADIAN LIFE.



1. "LANDING" BETWEEN REVELSTOCK AND THE CROWS'-NEST PASS: PASSENGERS DISSEMBARKING ON THE ARROW LAKE.

2. ONE OF THE ONLY TWO SLUMS IN CANADA! LITTLE CHAMPLAIN STREET, LOWER TOWN, QUEBEC.

3. A "FISH-SHAPED" GRAIN-CARRIER WITH VAST CARGO-CAPACITY: A WHALEBACK ON LAKE SUPERIOR.

4. AN INDUSTRY WHICH SATISFIES THE YEARLY NEEDS OF OVER A MILLION MODERATE SMOKERS: TOBACCO-GROWING IN QUEBEC PROVINCE. [Photo, Salmons.]

5. A FINE WAIST! MEASURING A PUMPKIN GROWN IN QUEBEC PROVINCE.—[Photo, Salmons.]

Of the whaleback on Lake Superior, Mr. Brittain says: "A whaleback is a barge on a huge scale, having the main decks covered in and rounded over. It has a vast cargo capacity." Mr. Copping writes of Quebec: "Of all the fine Canadian cities it is the finest and the least Canadian. Quebec even possesses two slums—the only slums, I verily believe, in the entire Dominion; and they are

far too picturesque to be demolished." Concerning tobacco and other matters in Quebec Province, he writes: "The French-Canadians and their neighbours . . . grow enough tobacco . . . to meet the annual requirements of over a million moderate smokers; while Quebec's immense quantities of apples, pears, pumpkins, and melons also provide the statistician with much food for thought."

Photographs Nos. 1 and 3 from Mr. Harry E. Brittain's "Canada: There and Back," by Courtesy of the Author; Nos. 2, 4, and 5 from Mr. Arthur E. Copping's "Canada: To-Day and To-Morrow," by Courtesy of the Author and of the Publishers, Messrs. Cassell and Co.



# ON DIZZY HEIGHTS OF THE DOMINION: MOUNTAINEERING IN CANADA.

DRAWN BY CYRUS CUNEO, R.O.I.



## ON PONIES WHICH ARE AS SURE-FOOTED AS GOATS: TOURISTS RIDING DOWN A STEEP PATH IN THE ROCKIES.

Mr. Cuneo, describing his picture, writes: "Parties start from the hotel, or chalet, to visit the various spots of interest in the neighbourhood. They are mounted on small mountain ponies, which are as sure-footed as goats. The first pony is the leader; the others all follow, Indian fashion. The novice at riding goes through nerve-racking experiences, as some of the paths are terribly steep and zigzag on the edge of a precipice. When making the ascent, one wonders

how on earth one will get down, but the ponies are marvellous, and instil the most timid with confidence. They slide down the very steep inclines and pick their steps as carefully as a cat. Women all ride astride, and specially constructed divided skirts are supplied at the chalets. All the saddles are of the Mexican type, with a high pommel and a curved back which prevents the rider slipping when ascending the paths."



## THE STORY OF THE GREAT-WEST LIFE

NO phase of finance is so closely connected with the progress and prosperity of a new country as the business of life insurance.

The development of life insurance keeps pace with, and to a very great extent indicates the progress of, a nation along wise economic lines. For that reason the remarkable development of Canadian life insurance is particularly significant and worthy of notice. Everyone knows the story of the marvellously rapid growth of the Canadian West. Thirty years ago a waste of prairie, now one of the granaries of the world, with great cities belted by limitless wheat-fields and peopled by a vigorous and thriving population—that is the story of the Canadian West. This is the story of the first life insurance company of the West—The Great-West Life Assurance Company, of Winnipeg, Manitoba.

Away back in the 'seventies, some of the men at the head of financial concerns then operating in the prairie provinces, who well knew the need of those developing lands for money, observed with increasing dissatisfaction that practically all the premiums paid for life insurance by the thrifty settlers of the West went to Eastern companies, to the United States, or elsewhere. These men had unbounded faith in the future of the country in which they had made their homes. They saw no reason why the premiums paid by residents of the West should leave the country. They believed that a Western life insurance company, managed by men thoroughly familiar with Western conditions and investing the funds collected in sound Western securities at the high rates of interest prevailing, might not only conserve to the purposes of Western development the funds thus collected, and directly aid in building up the country, but that such a company could do exceedingly well for the policy-holders.

In this belief The Great-West Life Assurance Company was founded, and commenced operations on August 18, 1892, under the management of Mr. Jeffry Hall Brock, the present Managing Director. How well grounded were the optimistic views of the founders, subsequent developments have abundantly shown. From the very first the new enterprise was a success. Within five years neatly five thousand policies had been placed on the books, representing an assurance of over six million dollars. By August 1907, fifteen years after the Company commenced business, the insurance in force had reached a total of 31,000,000 dollars. Within the next four years this amount had again been doubled, and on August 18, 1911—the nineteenth anniversary of the Company—the amount of insurance held in force by The Great-West Life stood at

of over 7 per cent. The demand for money at these profitable rates—far from showing signs of diminution—is greater than ever before.

While the Company has advanced with such exceptional rapidity, there has been nothing forced in its growth—no desire for speed at the expense of sound principles of safe development. Certain causes have had certain logical effects; that is all. The "causes" of success have been the Company's unique record in the three conditions that govern the success of all life companies, namely—

- (1) HIGH INTEREST EARNINGS ON INVESTMENTS.—For many years over 7 per cent. has been earned on all invested funds. Not a dollar has ever been lost on investments.
- (2) A FAVOURABLE MORTALITY.—For the last two years the mortality has been but 47 per cent. and 40 per cent. respectively of the "expected"—that is, the figure taken in actuarial calculations as being the anticipated death-rate.
- (3) A LOW EXPENSE RATE. A policy of invariable economy, combined with sound progressive management in other respects, has given The Great-West a record second to no other company.

The "effect" of excellence in these essentials has been—unprecedented results to policyholders. Very

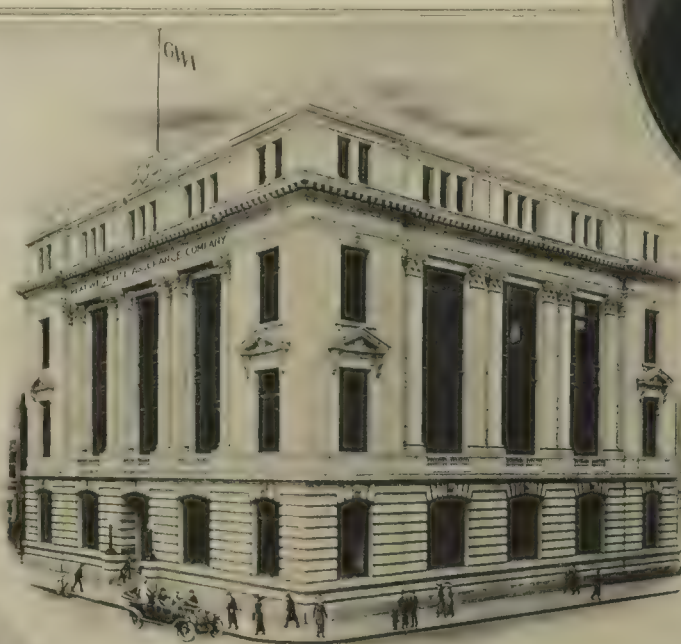
In London I had studied the affairs of the Company before becoming officially connected with it, and had assured myself that everything was right and in order. My work here has more than confirmed that view. The administration at the head office is efficient in the highest degree. The business is conducted with all the economy that is consistent with thoroughness and enterprise, and the investments, I have every reason to believe, are of the soundest, bearing highly remunerative interest. Therefore, the prospects, as regards dividends to policyholders, are excellent.

The rapid developments of recent years compelled the Directors two years ago to undertake the erection



Photo, Steele.

THE PRESIDENT OF THE GREAT-WEST LIFE ASSURANCE COMPANY, MR. ALEXANDER MACDONALD.



of suitable Home Office premises in Winnipeg. On June 16, 1911, the Company took possession of the magnificent building on Lombard Street—a picture of which appears on this page. The building, erected under the architectural supervision of Mr. John D. Atchison, of Winnipeg, is of white Kootenay marble, and has been built with a view to the subsequent erection of eleven additional storeys. The most modern devices of lighting, heating, and ventilating have been adopted, and it is noteworthy that virtually all the materials and devices used in the building are of Canadian origin.

Amongst the features immediately observed by the visitor to the Company's offices at Winnipeg are the innumerable methods devised for the comfort, convenience, and welfare of the staff of some 150 employees.

The ladies of the staff have their rest and recreation room. The men have their club-room, where luncheons are served each day at cost price. Free educational classes are organised in the winter months, and the numerous athletic and recreative organisations of the staff have the approval and support of the management.

The Great-West operates in every part of the Dominion of Canada, and in the State of North Dakota, U.S.A. Branch offices have been established at Toronto, Montreal, St. John, Halifax, Charlottetown, Fargo, Calgary, Vancouver, and Victoria—extending, with some 800 agencies, in an unbroken line from the Atlantic Coast to the Pacific.

The year 1911 has been considerably the most successful in the Company's history. Essential figures are—

Applications received, 1911	18,032,040 dollars
Assets, Dec. 31, 1911	10,453,071 "
Business in force, Dec. 31, 1911	67,969,432 "
Reserve, Dec. 31, 1911	7,862,432 "
Gain in Business for 1911	11,044,305 "

While at the present time the Great-West Life finds a sufficient and most fertile field in the Dominion of Canada, expansion to other territory will no doubt in time occur. The Company, indeed, would welcome correspondence from persons in various parts of the world interested in the possibilities of future extension, and would, of course, be always ready to send information as to their rates, with specimen policies and any other information that might be required.

#### A RESULT OF THE MARVELLOUS GROWTH OF THE CANADIAN WEST. THE HOME OFFICE OF THE GREAT-WEST LIFE ASSURANCE COMPANY, AT WINNIPEG.

In thirty years or so the Canadian West has been transformed from a waste of prairie to one of the world's granaries. To meet the needs of those concerned in this growth The Great-West Life Assurance Company, of Winnipeg, was formed. Its operations began in 1892, and are very wide-spreading.

low premiums are charged, on both participating and non-participating policies; very high profits are paid to policyholders. For these reasons The Great-West Life has gained the reputation of being "the best dividend-payer of all the companies." The natural outcome has been an unequalled demand for The Great-West policies.

The following are typical examples of recent bonuses—

#### QUINQUENNIAL POLICIES.

Policy.	Issued.	Age.	Premium.	Bonus.	1907.	1902.	1897.
Ordinary Life ...	1892	31	\$21.80	\$100	\$100	\$50	\$50
Life (20 Payments) ...	1892	34	30.40	100	100	50	50
Endowment (20 years) ...	1892	46	40.00	111	62	50	50

#### DEFERRED DIVIDEND POLICIES.

Policy.	Issued.	Age.	Premium.	Value.	Total Cash Reserve.	Profits.
Ordinary Life ...	1892	25	\$18.40	\$111.00	\$100.00	\$235.00
Life (20 Payments) ...	1892	31	32.01	910.00	528.00	418.00
Endowment (20 years) ...	1892	44	48.70	1484.00	1000.00	484.00

While the utmost care has been given to the investments—to the careful selection of risks—to due economy—the most precise attention has been given to the proper apportionment of surplus under the various plans. The actuarial department of the Company has been brought to the highest degree of efficiency, and in 1910 the Directors still further strengthened the staff by the appointment of Mr. George King, of 15, Walbrook, London, as consulting actuary. Mr. King recently visited the head office of the Company, and, in an address to the Company's agents, stated—



THE FOUNDER AND MANAGING DIRECTOR OF THE GREAT-WEST LIFE ASSURANCE COMPANY, MR. JEFFRY HALL BROCK.

the high figure of 62,962,910 dollars, or a little less than three-and-a-third millions for every year of the Company's existence.

As the insurance in force increased, every department of the business developed with equal rapidity. The funds available for investment in Western securities accumulated until at the present time over 8,000,000 dollars is invested in first mortgages on Western farm and city properties—earning an average rate of interest



# A TENTH OF THE DOMINION OF CANADA: IN BRITISH COLUMBIA.



1. A COMBINATION OF THE TROPICAL AND THE OLD ENGLISH GARDEN: A CHARMING SCENE AT MOUNTJOY, VICTORIA.

3. RUNNING THE RAPIDS: ON THE COWICHAN RIVER, BRITISH COLUMBIA.

To illustrate the richness of British Columbia, it is only necessary to quote a few of the "5000 Facts about Canada," compiled by Mr. Frank Yeigh. Eighty-nine British Columbia mines shipped 2,057,713 tons of ore in 1909. The province's mineral production in the same year amounted to 24,443,025 dollars—that is to say, 5,401,090 dollars, gold; 1,239,270 dollars, silver; 1,709,259 dollars, lead; 5,918,522 dollars, copper; 1,600,000 dollars, other

2. STRIPPING SOME OF BRITISH COLUMBIA'S FOUR MILLION FRUIT-TREES: CHERRY PICKING IN KELOWNA.

4. IN SACKS FOR SHIPMENT: ONIONS WAITING REMOVAL AT KELOWNA.

metals; 7,022,666 dollars, coal; and 1,552,218 dollars, coke. British Columbia has 300,000 square miles of untouched rich mineral lands, over eight million acres of lands open to pre-emption; the greatest compact area of merchantable timber in America, estimated at 182,750,000 acres and fisheries worth 10,314,755 dollars. In 1909 she had an agricultural output valued at 8,500,000 dollars. She has 4,000,000 fruit-trees, and in 1910 exported 12,000 tons of fruit.



# RICH LAND IN THE GREAT DOMINION:

WHEN the whole fascinating story of Canadian progress and development is written, there will be no chapter of more absorbing interest than that dealing with the rise of British Columbia, the largest province of the Dominion, and perhaps the last to win the full recognition to which its majestic beauties and limitless resources justly entitle it. From the days, not so long past, when it was vaguely known to a mere handful of adventurous hunters and explorers, who little thought that its wild magnificence hid boundless potential wealth, to the present day, when splendid cities cover the spots where wigwams stood, and smiling orchards hide the trail of the grizzly bear, and onward yet to the not remote future, when its population and wealth will have multiplied tenfold, the history of British Columbia will be a history of wonders and surprises. British Columbia is a land of surprises. Year after year comes a revelation of sources of unexpected wealth and prosperity, and it is not altogether inexcusable that even well-informed Englishmen, accustomed to a country where the discovery of a few yards of coal-bearing land would be regarded as an event, should find it difficult to realise the ever-widening possibilities of this great province. Fortunately there is no reason now for this comparative ignorance to continue, for the Provincial Government publish from time to time "bulletins" which afford copious information on all matters relating to the various districts under their control, embodying the latest results of the surveys carried out by official experts, upon which, with a wise liberality, a very large sum is expended annually. To these reports are usually added the independent testimony of English and foreign visitors and native residents, and it must be admitted that few official publications can rival these "bulletins" in the fullness and impartiality of their contents.

The latest of these reports relates to the Columbia-Kootenay Valley, which includes the most extensive area of agricultural and pastoral land in the Kootenay district. Lying between the Rocky Mountains on the east and the Selkirk on the west, and extending from the big bend of the Columbia River at its junction with the Canoe River to the United States frontier at Tobacco Plains, it is one of the most highly favoured districts in the province.

The scenery of the Kootenay Valley equals, if it does not surpass, that of any other portion of the Dominion, which is equivalent to saying that it has no superior in the world. Majestic mountains, rising at Mount Hammond to 12,000 feet, and presenting every phase and outline of Alpine beauty, are wrapped at their base by rich foliage or washed by the waters of magnificent lakes, offering a spectacle of unrivalled impressiveness. Earl Grey, in a striking eulogium embodied in a letter to the Premier of the province, the Hon. Richard McBride, after saying that he had never seen any district offering in a greater degree a combination of splendid climate, beautiful scenery, rich land and convenient situation, added: "I have been to Yellowstone Park, and do not hesitate to say that the area to which I have referred is more grand, more varied, and more attractive."

The valley is throughout its level course 2000 feet above the sea. That its atmosphere should be surpassingly pure and bracing follows as a matter of course, but that at such an elevation the Kootenay Valley should possess a climate so genial that neither in the summer, when the thermometer rises to 90, nor in the winter, when it falls below zero, is any discomfort experienced, is certainly one of the surprises that the newcomer finds it hard to realise. Here on the eastern side of the valley grow apples, pears, and plums in extraordinary profusion, whilst on the western side peaches, grapes, and tomatoes yield a splendid harvest. For not only is the soil rich with the

IN THE BEAUTIFUL OKANAGAN VALLEY, LONG LAKE.

reached. Water rarely fails, and only one had crop has been known during the last twelve years. In the flat-bottom land the soil is equally rich, and affords a plentiful growth of wild hay, vetch, and pea-vine, which Canadians regard as the best provender for cattle.

Fruit-growing is by no means the sole resource of this wonderful valley. Indeed, its earlier developments were,

FRUIT-FARMING AT KELOWNA, IN THE BANKHEAD ORCHARD.

not long before profitable mining operations were undertaken, which now result in a vast output of silver, copper, coal, iron, and other metals.

Nelson, which stands on the west arm of the Kootenay Lake, is a conspicuous example of the change that has been wrought by the "surprise" of the fruit-growers' experiments. Ten years ago it was regarded only as a mining centre; now, though it has by no means

# BRITISH COLUMBIA, THE PROVINCE OF PROMISE.

East Kootenay to connect at Golden with the C.P.R. main line. This will open for settlement a large tract of land at present without railway facilities, and will be of the greatest service to the mining industry.

Year by year improvements are being made in all matters affecting personal comfort, and for this reason to the sportsman there is no country that offers greater attractions. There is no difficulty in finding excellent accommodation at pleasant hotels in well-kept towns, whilst, within easy distance, the grizzly and the black bear, the moose, and several varieties of deer are still plentiful, to say nothing of swarms of smaller game. Guides, horses, and

prosperity. Vancouver is, of course, the conspicuous example, with its magnificent buildings, its capacious docks, its spacious streets, clean and well-lighted—a model of a city that England might well envy, even now carrying out a hundred-mile motor-road that will run to the State boundary and join the great Pacific highway that runs uninterruptedly to San Francisco. But Vancouver, great as are its achievements, marvellous as its progress has been, does not stand alone: Victoria has its claims, apart from its superb situation, and that it is the capital of the Province.

And towns yet younger tell of this marvellous spirit of growth and development—North Vancouver, two miles away, with a population that has doubled in five years; Prince Rupert, that five years ago was a wild waste, and now has already a population of 5000 and is taking upon itself all the responsibilities of citizenship; Alberni, non-existent but a year or two ago, which promises to become a rival to Vancouver, if not in size or wealth, in usefulness. For Alberni, on Vancouver Island, will possibly be the final port of the Dominion. By the construction of a difficult and costly line across Vancouver Island by the Canadian Pacific Railway, Alberni is brought within a few hours of Victoria. Alberni possesses a magnificent harbour. In these days time and distance count, and it is impossible to say what glorious future awaits the little town, of which few Englishmen have even heard the name.

Of the progress which has been made within the past few years, and equally of the public spirit and foresight that actuate the administration of British Columbia, a few figures will testify. These have been supplied by the veteran Agent-General, the Hon. J. H. Turner, whose enthusiasm for the country to which he has devoted fifty years of his life knows no bounds. In 1901 the revenue of the Province was 1,606,000 dollars; in 1910 it was 8,750,000 dollars, and the revenue exceeded the expenditure by 2,500,000 dollars. In 1901 there was no money in the treasury available for public works, and to undertake them it was necessary to borrow. Now there is a sum of 9,000,000 dollars in the bank, and the revenue for 1912 will be 2,000,000 dollars in excess of expenditure. All this time public improvements have been carried out: roads have been made, bridges built, and large sums spent on that most important matter in a new country—reliable surveys. And in the course of the next few years it is expected that 25,000,000 dollars more will be spent on similar objects, and that the revenue will equal the demand.

In this brief outline of some of the salient features of the progress of British Columbia, no especial reference has been made to its immense forest lands and its ever-growing trade in timber, because it is the feature of Canadian industry with which the public is most familiar; nor to its enormous coalfields; nor to its great sea and river fisheries, which are as yet only in their infancy.

The "bulletins," to which reference has been made, can be obtained of the Agent-General at Salisbury House, London Wall.



1. ON A BRITISH COLUMBIAN FRUIT-RANCH, IN THE FERTILE TRACT OWNED BY THE KELOWNA LAND AND ORCHARD COMPANY.

2. ENGAGED IN AN INDUSTRY WHICH HAS 50,000,000 ACRES OF RAW MATERIAL, LOGGING NEAR VANCOUVER.—(Photo, Bailey.)



3. THE NATURAL BEAUTY

OKANAGAN



OF BRITISH COLUMBIA:

FALLS.

4. ILLUSTRATING THE FERTILITY OF THE SOIL, GROWING ONIONS BETWEEN ROWS OF FRUIT-TREES AT KELOWNA.—(Photo, Hudson.)

5. AN INDUSTRY TO WHICH BRITISH COLUMBIA OWES MUCH PROSPERITY: A LOGGING SCENE IN THE PROVINCE OF PROMISE.



deserted its old occupation, it is very largely devoted to the production of apples and small fruits.

Kootenay is served by the southern branch of the Canadian Pacific Railway, which runs through the Crows Nest Pass. It is also connected with the main line of the same railway by steamer on the Arrow Lakes to Revelstoke. A railway is also being built through

provisions can be obtained at suitable points. What is true of the Kootenay Valley, as regards the growth of its industries and the enterprise that affords railway facilities, water-supplies, and public and private buildings to meet the requirements of both residents and visitors, is true of the whole province. Everywhere there are the evidences of progress, public spirit, and



## CANADA'S GRAND TRUNK RAILWAY SYSTEM.



CANADA is essentially the country for the ambitious, bristling with opportunities to "make good." Sixty years ago it prompted a group of financiers in London to subscribe the necessary capital and to dispatch the most competent forces available to the Dominion, in order to clinch it more firmly to the Empire by the construction of a highway of steel, now known as the Grand Trunk Railway, nearly 1000 miles in length.

The 1000 miles of railway constituting the original line has grown and grown, until to-day it meshes the whole of Southern Ontario in a gridiron exceeding 4800 miles in length, and stretching from the bustling lakes to the busy Atlantic sea-board.

The policy of keeping pace with the times is pursued vigorously, with the result that to-day the enterprise is one of the greatest wonders of the great Dominion. Its rolling-stock is among the finest on the American continent; its tracks are comparable with the foremost English lines; while its services of trains meet every requirement. It is the high road of transportation between Montreal and Chicago, the increasing volume of traffic between the two great nations passing to and fro over the longest continuous stretch of double track in the world under one management, while the "International Limited," which brings the two busy centres within twenty-two hours' distance of one another, has become known as one of the most famous railway trains in the world.

Enterprise upon the part of this railway is manifest in all directions. Down by the waterside at Montreal are capacious elevators into which the grain is discharged from the never-ending streams of trains pouring in from all corners of the country for shipment to the hungry millions of Europe. For mile after mile the railway passes through a continuous chain of orchards and farms, with busy scenes of activity in loading produce for the nearest markets at every station. Its outposts on the east rest upon the Atlantic seaboard at those strategic ports where the rising tide of immigrants is tapped, and those seeking a new home in the West are conveyed thither in the minimum of time and with the maximum of comfort and convenience over its system.

As the openings for further expansion in Southern Ontario grew less, the steel tentacles were thrown farther afield to tap new territories and to unlock new countries. The greatest of these is the long arm (3556 miles in length) which stretches right across the breadth of the country, to repose upon the shores of the Western Sea at Prince Rupert. This is the Grand Trunk Pacific, which stands in the same relationship to the twentieth century of Canada as the parent did to the country's nineteenth century.

THE RAILWAY GREYHOUND OF CANADA: THE INTERNATIONAL LIMITED.  
CANADA'S GRAND TRUNK SYSTEM.

Not only does the new transcontinental railway provide a new highway across the continent, and even around the northern hemisphere, but it threads new areas of wonderful fertility. It is a fact not generally known that when the Grand Trunk Pacific Line is completed, owing to its direct route and low grades, the trip round

roads interested. A single engine can haul the standard freight-train loaded with 2000 tons of freight from Manitoba to Prince Rupert without help.

	Maximum grade.
Grand Trunk Pacific, feet to mile .....	26
Western Pacific, feet to mile .....	52
Canadian Pacific, feet to mile .....	110
Great Northern, feet to mile .....	116
Northern Pacific, feet to mile .....	116
Union Pacific, feet to mile .....	116
Santa Fé, feet to mile .....	185

The prairie provinces are traversed through their most beautiful well-watered stretches, where the farmer has elbow-room to develop his ambitious ideas to the fullest extent, for this land is among the finest that the Dominion can offer. The arid reaches of the Canadian West, where the success of the crops can only be secured by dependence upon irrigation, are avoided. Nature was unduly lavish when she moulded this part of the continent, for the country is well broken up by wide rivers, ensuring an adequacy of nourishment for the crops.

Not only are the claims of the worker fulfilled, but the tourist, sportsman, and lover of majestic scenery is being introduced to a new and unknown world, because the Rocky and Cascade Mountains are traversed at what hitherto have been inaccessible points.

Hitherto travelling through certain parts of Canada has been deprived of that hotel-convenience characteristic of Europe. But this drawback is being removed by the watchful Grand Trunk Railway. A chain of hotels is being strung across the continent, comparable in luxury, convenience, and cuisine with the foremost hosteleries of London and Paris.

The first link in this chain, the Château Laurier, a magnificent building, is being opened in Ottawa, and will certainly become the rendezvous of rank and fashion in the capital city. A second structure, equally sumptuous, the Fort Garry Hotel, is advancing towards completion at Winnipeg, and, when finished, will rank as one of the most imposing buildings in "Cornopolis."

Plans on a similar scale have also been decided, and contracts are about to be placed, for hotels at Edmonton, Regina, and Mt. Robson, with the final link to be at Prince Rupert. Hand in hand with this enterprise, which will be warmly appreciated by visitors, the convenience of movement is being improved upon the railway itself. "Travel by the Grand Trunk" has been the synonym for "comfort and luxury" in the traveller's dictionary for many years past, but to-day is more emphasised than ever, owing to the initiative of those controlling the destinies of this undertaking, the full significance of which will be realised in the days to come.



A GLIMPSE OF THE CITY OF OTTAWA, SHOWING (ON THE LEFT) PARLIAMENT BUILDINGS, (ON THE RIGHT) THE "CHATEAU LAURIER," THE GRAND TRUNK NEW £400,000 HOTEL, AND (AT THE EXTREME RIGHT) THE NEW GRAND TRUNK CENTRAL STATION.

the world will be shortened by one week, and Europe will be brought just that much closer to Asia. The following table will illustrate the



THE FORT GARRY, THE NEW £300,000 HOTEL NOW BEING CONSTRUCTED IN WINNIPEG BY THE GRAND TRUNK PACIFIC RAILWAY.

unique position held by the Grand Trunk Pacific in maximum grades, compared with seven transcontinental railroads. The importance of this in freight matters cannot be over-estimated, as the Grand Trunk Pacific will be in a position to haul per engine four, five, and seven times more than the other



THE GRAND TRUNK PACIFIC RAILWAY'S NEW PASSENGER STATION AT WINNIPEG.



THE GRAND TRUNK SYSTEM AND CANADIAN EXPRESS COMPANY'S GENERAL OFFICES AT MONTREAL.



# THE CHARM OF THE DOMINION: BEAUTY RUGGED AND PASTORAL.



1. THIRTEEN THOUSAND SEVEN HUNDRED FEET HIGH: MOUNT ROBSON FROM GRAND FORKS VALLEY.

3. AT FIDDLE CREEK: FOLDING MOUNTAINS.

5. THE PASTORAL AND THE PRIMITIVE: IN BUFFALO PARK, WAINWRIGHT, ALBERTA.

2. THE HIGHEST MOUNTAIN IN THE CANADIAN ROCKIES: MOUNT ROBSON.

4. WILD BEAUTY: A CANYON AT MORRISTOWN, BURLIF VALLEY, BRITISH COLUMBIA.

6. IN A REGION OF MUCH BITUMEN: ON THE ATHABASCA RIVER, NEAR FITZBURGH, ALTA.

Mount Robson, called the "King of the Rockies," was climbed in 1909 by the Rev. G. R. B. Kinney, of the Alpine Club of Canada, accompanied by Donald Phillips, an Ontario guide. Much more would have been heard of the feat—and feat it was—but, as Mr. Kinney himself put it, he reached Edmonton "only to find that Cook and Peary monopolised the interest of the world." Mr. Copping writes of the Athabasca region: "The lower cretaceous sandstones

along the Athabasca River, where they come to the surface, are for miles saturated with bitumen. These tar sands will probably average twelve per cent. in maltha, or asphaltum. Mr. R. G. McConnell saw tar sands occupying about one thousand square miles. The photographs on this page were courteously lent to us by the Grand Trunk Pacific Railway Company, whose line passes through beauty spots innumerable and impressive.





## WHERE LAND IS MAKING FORTUNES: EDMONTON, ALBERTA.

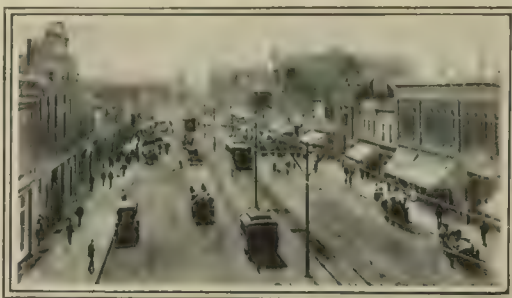


THE rise and growth of Edmonton, the capital of Alberta, form one of the romances of modern Canada. One of the early inhabitants of Edmonton was Mr. F. Fraser Tims, who settled there when it was a little collection of one-storey wooden houses with a handful of residents. The destiny of Edmonton as the natural strategic gateway to the north and the *entrepôt* of a district of vast natural wealth was not realised. Mr. Fraser Tims was engaged in real estate business, and he recalls that the land on which the Gariepy buildings now stand in Edmonton was offered to and refused by him in 1888 for 75 dollars. To-day the same land is worth 150,000 dollars. Less than ten years ago Mr. Tims acted as agent in the sale of 100 acres, between Namayo Avenue and Seventh Street in Edmonton, for 1500 dollars. On that transaction the purchaser has made some 50,000 dollars profit.

The great growth of Edmonton dates from 1905, when the Canadian Northern Railway was linked up with Edmonton. Since then the Grand Trunk Railway has run into the city, and the Canadian Pacific Railway has also completed its line, thus making Edmonton a depot on the three great railways of the Dominion. Other railways are projected to tap the surrounding country, and connect it with Edmonton. In ten years the population of Edmonton has risen from 2600 to 40,000. The assessment value has risen from 1,390,000 dollars to over 46,494,740 dollars. In four years the Customs duties collected have risen from 228,252 dollars to 705,236 dollars. The electric tramways carried some 3,688,000 passengers in 1910, and 6,206,824 last year. The City Council of Edmonton has its own waterworks, telephone system, tramways, and electric light and power.

This wonderful development of Edmonton is little more than an earnest of the development that is to come

to this energetic, progressive city. The natural advantages of its position ensure its still greater future. It is the capital and seat of government of Alberta, and over 1,500,000 dollars has been spent on the buildings for the Provincial Parliament. Edmonton



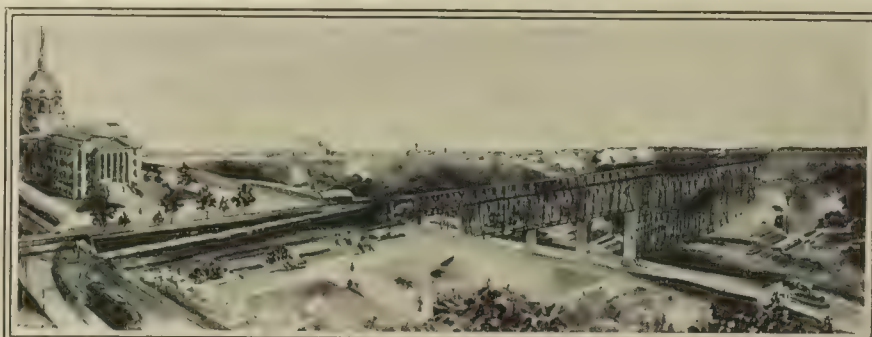
PAVED FOR THREE MILES AND A HUNDRED FEET WIDE: PART OF JASPER AVENUE, EDMONTON, ALBERTA.

is the gateway to the rich hinterland of the valleys of the Peace River and the Mackenzie River. It is the great meat-packing

centre of a vast district, and the commercial centre for collection and distribution of a province twice the area of the United Kingdom and much larger than either Germany or France. Edmonton offers, therefore, unsurpassed opportunities for investment in the purchase of land. In a city of such growing activity and importance, almost all land must speedily show a great increase in values. Mr. Fraser Tims, who specialises in city property (though he also deals in farm lands and in fully stocked ranches and mixed farms), is able, through his long and intimate knowledge, to offer clients lots of every description and price, which will prove most remunerative investments. Two lots in Eighth Street and Jasper Avenue, which were sold through Mr. Fraser Tims in 1902 for 850 dollars, are to-day valued at 150,000 dollars. For in a new country, and more emphatically in a new developing town, values multiply themselves many-fold, and that quickly. Many thousand acres of land, now uncultivated, are obtainable for 9 dollars (£1 16s.) per acre, which may be paid over a period of nine years at five per cent. There are sites now available in Edmonton which a year or two

hence will have doubled and trebled themselves, because they are wanted for warehouses. The lots are so varied in size that even 300 dollars (£60) is sufficient to make the reader an owner of real estate in Edmonton at inevitably increased values in the near future.

Mr. F. Fraser Tims will gladly answer any or every inquiry addressed to him at his offices, 120, McDougall Avenue, Edmonton, Alberta, and it may be mentioned that, in addition to being one of the pioneer business men in the city, Mr. Fraser Tims was for seven years secretary-treasurer of the Edmonton Board of Trade and of the Edmonton Exhibition Association.



THE CONNECTING LINK BETWEEN THE TWIN CITIES OF STRATHCONA AND EDMONTON: THE HIGH-LEVEL BRIDGE BUILT BY THE CANADIAN PACIFIC RAILWAY.

On the left are the Provincial Parliament Buildings. Edmonton is an extraordinary example of rapid growth in Canada.

## CALGARY PROPERTY, & FARM LANDS IN FERTILE ALBERTA.

INCOME.

PROPERTY INVESTMENTS.

SPECULATIVE.

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R. G. DUN & CO., Calgary, Alberta.

## G. S. WHITAKER & CO.,

Realty and Financial Agents,  
CALGARY, ALBERTA.

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## VALUABLE TO THE BRITISH INVESTOR: BRITISH COLUMBIA.



THE NATURAL METROPOLIS OF THE RICH PROVINCE OF BRITISH COLUMBIA AND THE ENTREPÔT OF NORTH-WEST CANADA: VANCOUVER AS IT IS TO-DAY.

TO the few Englishmen who really know Canada, not as the tourist or the sportsman knows it, but with the intimate knowledge born of personal acquaintance, it must be a matter of surprise and regret that their countrymen lag far behind Canada's near neighbours, the Americans, in appreciation of the Dominion as a field for profitable investment. For years past the 'cute Yankee has, with his usual acumen, recognised the fine opening for capital, not merely in the way of speculation—for which there are, of course, plentiful opportunities—but, much better still, in the securing of sound and constantly increasing dividends, returns that may mean fortunes for investors and their families for generations to come. Obviously, the Briton cannot be expected to grasp as readily as the adjacent American all the possibilities offered by Canadian developments, and especially in British Columbia.

Fortunately, the amount of land so far acquired by American investors is but a small tract of the vast region, most of which is still undeveloped, amounting to over 180,000,000 acres of timber-bearing land—forests of red cedar, fir, pine, larch, and other valuable woods, for which there is an ever-increasing demand not only in Canada, but throughout the United States. The heavy requirements of the States alone, now that there is so little native timber left, must involve a vast importation from British Columbia, and in all probability a considerable enhancement of the price, especially as a large proportion of the wood is perfectly adapted to the purpose of pulping for paper—a source of wealth that increases by giant strides every year.

This enormous area of timber-bearing trees is naturally the first thing that strikes the Englishman in connection with British Columbia, because the figures presented cannot fail to appeal to his imagination. But beyond this source of wealth, there are in this favoured region others which vie with it in importance, and need but development to attain to vast proportions.

In minerals, British Columbia is so rich that it yields nearly 70 per cent. of the total mining output of Canada. Gold, silver, and copper abound, the first being found all over the province. Coal is mined in large

quantities, and iron needs only the necessary development. Zinc, mica, and other metals have been obtained in quantities that justify the application of capital for their exploitation. Indeed, it is difficult to

name a metal in common demand of which there are not abundant traces. The fruit-growing capacity of the province is well known, and the fisheries, employing twelve thousand men at the present time, are capable of supporting many more, and, with the facilities of Vancouver Harbour, could, with sufficient capital, be extended far beyond the present limits.

Of course, the value of Vancouver's magnificent harbour is not to be measured by the extent of its fisheries. The third greatest harbour in the world, with its deep inlet and land-locked waters, twenty-five miles in length and two and a quarter in breadth, its value, from every point of view, is inestimable. Alone it would save all but a desert land from want. As the outlet for the trade of a region so favoured as British Columbia, and, indeed, of all North-West Canada, it is the crowning blessing of this favoured land.

Vancouver itself and its vicinities offer excellent opportunities for investment in all forms of real estate—farm lands, business sites, and residential plots in or near the city. The railway facilities are unsurpassed, for it is the terminus of five railways crossing the continent. The great Canadian Pacific line, that stretches from the Atlantic to the Pacific, of course has long had its terminus here.

In this brief and imperfect survey of the resources of this vast province it has been attempted to convey an idea of the opportunities presented for the British investor, whether his capital be such as would command the acquisition of big tracts of land or merely sufficient for the purchase of a farm or business premises. But fuller information at first hand is now to be easily obtained from those fully equipped with every detail on all the points referred to.

It was realised some time back that such particulars were needed, and that these should be easily accessible. With this object, a firm of the first rank in Vancouver, Messrs. Alvo von Alvensleben, Ltd., have established a London Agency with the Anglo-Canadian Trust and Real Estate Corporation, Ltd., whose offices are at 6, Austin Friars, E.C.

All who are desirous of further information on this subject can obtain it by applying to the office, where the fullest inquiry is welcomed. The firm, in addition to their head offices in Vancouver and London, have offices in Victoria, Paris, and Berlin.



THE HEADQUARTERS OF A CANADIAN FIRM WELL KNOWN IN LONDON: THE OFFICES OF MESSRS. ALVO VON ALVENSLEBEN, LTD., IN VANCOUVER.

The London Agency for this firm is the Anglo-Canadian Trust and Real Estate Corporation, Ltd., at 6, Austin Friars, E.C. There all interested in British Columbia development are invited to make unreserved inquiries.



A PLACE OF SMILING PROSPERITY: MOST FERTILE FARM LAND NEAR VICTORIA.



## THE EVOLUTION OF THE EMPIRE'S MAMMOTH STORE

OVER forty years ago—to be exact, in the year 1869—a young man established himself in business in Toronto. He took as the basic principle of his store the principle of selling only for cash. It was a novel principle at that time in Canada, but young Timothy Eaton nailed it to the mast of his little ship of commerce for two reasons: first, that by eliminating the bad debts inevitable under the credit system of trading, customers would receive the highest value in goods at the lowest prices; secondly, the merchant, though making small profits, would benefit by the quicker turnover of his capital. It was (and is) an illustration of the maxim that all good business is mutual.

But the easy credit system was too long established in Toronto for the innovation of cash on delivery to become quickly popular. It was a long and a hard fight. Still, where one customer was lost by a firm adherence to the rule, a hundred were gained by the excellence of value received in goods and in the large variety offered for selection. Nowhere else were goods so fresh, so attractive, and so reasonably priced as at Eaton's, which grew almost daily in size and by the addition of new departments. Twice the business was moved to new and larger premises, until it was finally established at 190, Yonge Street, where successively bit by bit it has gradually absorbed all the surrounding buildings, and from a little shop employing a handful of assistants, Eaton's Store has become the largest in Canada, employing thousands of hands in the collection of goods from all parts of the world, in the firm's own factories, and in the sale and distribution of them to its millions of customers.

To trace the progress of the Eaton Store to its present position as a national institution known and utilised from one side of the great Dominion to the other is to trace the life-story of the late Timothy Eaton, merchant prince of Canada, whose achievements and lofty personal character made him a foremost figure in the commerce of his country. His profound ability has its memorial in the business he built up, which still moves forward on the lines originally laid down by him over forty years back, and maintained by his son, Mr. John Craig Eaton, the President of the firm since the death of his father five years ago.

To-day the great parent house of the T. Eaton Company in Toronto occupies thirty-three acres of floor-space and employs over 11,000 hands. Here any or every article known in the commerce of the world may be purchased. The same fact applies to the Eaton Store at Winnipeg, opened in 1905, with seventeen acres of floor-space and a staff of 3000 employees. Then there are the factories and workshops in Toronto, in Montreal, and at Oshawa. Fuller reference will be made later to the clothing factory opened within the last few months in Toronto. To manufacture goods (and thereby to eliminate the middleman's profit) was one of the principles established by the great founder of the Eaton business, and its practice is seen in the complete and most modern installation of machinery of the Eaton clothing-factory in Toronto. In every case the firm goes direct to the source of supplies: its travellers are in the Orient purchasing rugs and carpets, in India and Ceylon making contracts for the supply of tea, while buying-branches in London, New York, Manchester, Paris and Berlin maintain the supply of the latest products of Europe and the markets of the whole world.

Such a far-flung organisation is essential to a business of the magnitude of the Eaton Store. It is the emporium, not merely for a city, but for a continent—not only for Toronto, but for Canada from the Atlantic to the Pacific. In addition to its direct personal business, the Eaton Store has built up an immense and ever-growing mail-order business. So large has this become that the firm maintains its own printing and photogravure establishment for the production of catalogues, every article in which is so accurately described in letterpress and illustration that customers have long learnt that they may shop with the Eaton Store as confidently by post as in person. Anything and everything may be bought from the Eaton Store—a motor-car or motor-boat, or a diamond tiara, or Persian or Turkish rugs, the latest Parisian costume, or an agricultural instrument, or a library of the world's greatest books. In fact, there are just three things which cannot be bought at and will not be sold by the T. Eaton Company: in accordance with the founder's unvarying rule, no playing-cards, no tobacco, and no alcoholic liquors are sold by the

firm. Little details carry more weight than a portentous announcement of figures, and in relation to the Eaton Store it is significant merely to mention the many lifts and the incessantly moving staircase which carries customers from floor to floor. There are well-furnished rest-rooms for writing or reading. Lunch and grill rooms cover a large space on the fifth floor, and there, to the strains of an orchestra, well-cooked, appetising meals are daily served. The kitchens are models of cleanliness and improved methods (including dish-washing by electricity). There is a hospital-ward for emergency cases, with a trained nurse always in attendance. A nursery with abundance of toys and playthings provides for the care of infants and children while their parents are engaged in making their purchases in the Store. In the white-tiled dairy butter-making is carried on by the use of a gasoline motor. The two large dairy-farms owned and run by the firm are not able to supply the Store with the amount of products it demands, so from a number of inspected farms the early-morning trains bring daily great supplies of milk. There is also the feature, as unique in Canada as unknown in Great Britain, that the Eaton Store closes every day at 5 p.m., except Saturday, which is a half-holiday.

policy, first to train him, and then to give him an increasing degree of responsibility. In one undertaking particularly—the establishment in 1905 of a great store in Winnipeg—had he demonstrated to his father's intense satisfaction his possession of the qualities of initiative, executive ability and natural leadership. From the laying of the first stone of the new structure to the present day, the Winnipeg branch has been a notable success. It is a splendid building of eight storeys, specially designed for its purpose, and so organised that, like the parent store in Toronto, it offers the dual usefulness of a splendidly stocked retail establishment and an efficient mail-order system that reaches out to the most remote corners of the West. Since Mr. Eaton succeeded to his great heritage, his progressive methods, his insight, his power to originate plans and to give quick decisions have demonstrated him to be the possessor of the same genius for organisation and determination of purpose that made the late Timothy Eaton a born leader among men.

An instance of this is the erection and equipment within the last few months of the new Eaton clothing-factory in Toronto. The building towers up beyond Yonge Street like a giant among pigmy edifices. All other buildings are dwarfed beside it—this plain, red-brick faced, steel-framed building twelve storeys high. It is the biggest factory-building for the manufacture of clothing in Canada, and probably within the British Empire. Its organisation is also the biggest of its kind in the world. Its output of women's costumes and of men's clothing is bigger than any factory in the world when considered in proportion to the number of employees. The organisation and system are such that it turns out more work per machine and operator than any other plant of which there is record.

The whole world is called into requisition to supply the textile fabrics for this factory. Many mills in Europe as well as Canada work solely to meet the needs of the Eaton factory. In England, France, Germany, and Switzerland the entire output of selected factories is contracted for a year in advance. Egypt and India, China and Japan, are also visited by the Eaton buyers for the purchase of the finest textiles.

First in the fashioning of the Cheviots, tweeds, silks, and the dozen or other cloths comes the question of design. Rightly, it is regarded as of supreme importance, and from London, Paris, and New York—the centres of the world's fashions—the Eaton men bring in the designs for the coming season. Then the laying-out of the material in full length and many thicknesses on the cutting-table, the marking upon the fabric with chalk of the different sections of the pattern, the little buzz of the endless band-saw (worked by electricity) which slides and cuts through the cloth, and divides it into the component parts of the garment which is to be.

Made into bundles, each comprising the sections and lining and trimming for the garment (whether it be a coat or skirt), the cut-out cloth goes to the large sewing-rooms, each with its hundreds of electrically driven sewing-machines. Then comes the sewing of the sections of cloths into the ultimate garment.

The needles of the machines work at the rate of over 2000 stitches a minute. Ten seconds sew up a yard-long seam, which by hand would take half-an-hour. Then follow embroidering by machine, trimming, under-pressing, lining, and at each and every stage of the work close, critical inspection by examiners. Finally the machine which miraculously and perfectly makes the button-hole—with diabolic ingenuity and precision sewing round the edges before a sharp piercing knife cuts the hole for the button. There are, perhaps, seven such machines in Canada. The T. Eaton Company have six of them in its Toronto factory.

There are three threads to the button-hole made by this machine, one is gimp-cord which runs along the edge under the stitching, and two threads of silk which make the pretty button-hole stitch which finishes off the appearance of the coat and protects the cloth against the wear of the button; and the operator on such a machine can make eight buttonholes a minute—480 an hour. The machine is typical of the Eaton system of business. No expense is spared to procure the very latest, the very best, and the very quickest.

This, then, is a sidelight into the evolution of the business which has from small beginnings extended itself across a continent greater than Europe, so that to-day in Canada the name of Eaton carries with it the respect and confidence of a clientèle that is bounded by the Atlantic and Pacific and extends north as far as the Klondyke.



A MAMMOTH BUILDING OF A MAMMOTH STORE: THE NEW GARMENT-FACTORY OF THE T. EATON COMPANY, AT TORONTO.

This great new factory, the latest addition to a wonderful enterprise, was opened a few months ago, and has a complete and most modern installation of machinery. By such works as these the company are able to eliminate the middleman's profit, much to the benefit of their customers. The Eaton business began in 1869, and its growth has been continual.

This movement by the late Mr. Timothy Eaton was the first in Canada; and, first inaugurated for the two hot months of the year, has been extended to cover four months. Here, again, the great founder's ruling principle that all good business is mutual—between employer and employees as well as between shopkeeper and customer—is exemplified. It is shown, too, in the rule that at any time a dissatisfied customer is refunded his money. For the thousands of employees the fullest opportunities are afforded for healthful recreation.

Under the encouragement and aid of the Directors, athletic associations have been formed by the employees, and are in a flourishing condition. The young women play tennis, basket-ball, and croquet, and the young men often carry the Eaton pennant to victory in football, baseball, hockey, and lacrosse. The great interest taken by the late Timothy Eaton in seeing his young men active in manly sports is equally shared by his son, whose generous encouragement gives zest to the athletic contests that are continually taking place, and which he helps on in every kindly way.

It was no light task for a young man less than thirty years of age to be called upon to shoulder the leadership of responsibilities of so vast a business, as was John Craig Eaton upon the death of his father, the founder of the firm. Although at that time comparatively so young, he had already shown a marked capacity in the conduct of the great business in which it had been his father's



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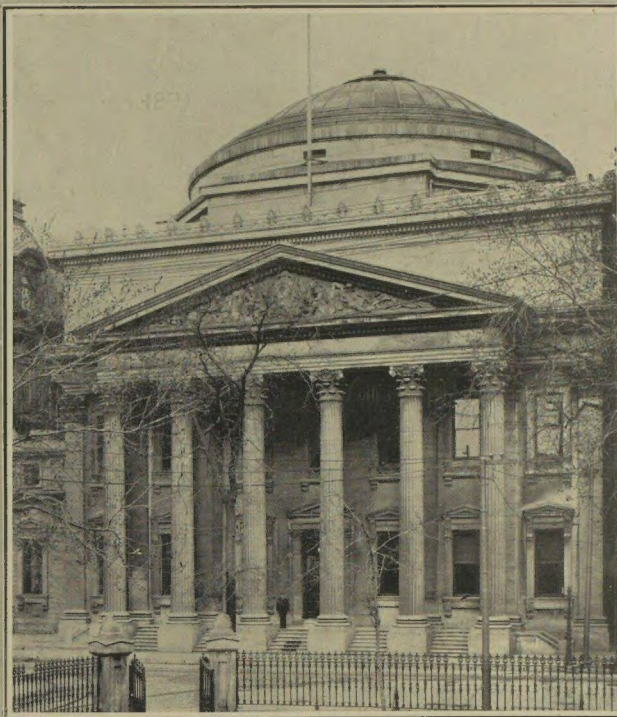
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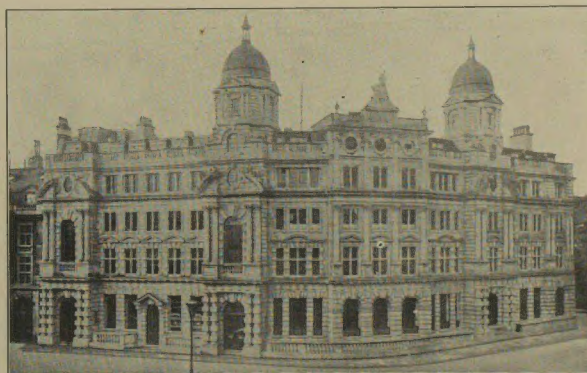
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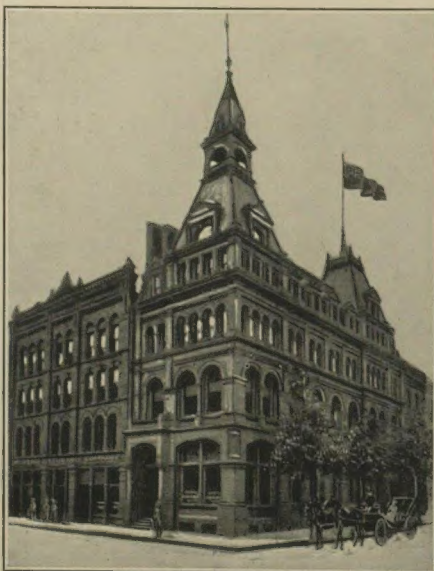
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THE leaps and bounds with which the development of Canada has advanced during the last decade account for the general idea that it is the newest of countries, but this leaves out of regard the solid, enduring spadework carried out during the early part of the last century, which provided the industrial and financial foundations on which the present-day prosperity of the Dominion is based. This much-needed reminder is illustrated by the instance of such an old-established Canadian institution as the Western Assurance Company, of Toronto, which has just completed its diamond jubilee year.

The sixty years since its establishment have been years of steadily increasing business and usefulness, conducted on the soundest financial principles. Since its foundation in 1851 the Western Assurance Company (which confines itself almost exclusively to Fire and Marine Insurance) has paid out in claims over 55,000,000 dollars, and has built up assets exceeding 3,250,000 dollars. Originally a Canadian institution only, the business of the Western Assurance has been extended throughout the United States, Newfoundland, the whole of the North American Continent, and also to India, Australia, South Africa, and Europe. The President of the Company is the Hon. George A. Cox, the Vice-President is Mr. W. R. Brock, and Mr. W. B. Meikle is the General Manager. In London the management is in the hands of Mr. R. H. R. Burder, with Mr. H. M. Bentley as Assistant Manager, the Chairman of the London Board being Sir John Kennaway. Rapidly increasing business in Great Britain has necessitated the removal of its London office from Change Alley to 14, Cornhill. Under the same management as, and in close association with, the Western Assurance Company is the British America Assurance Company, which devotes itself to fire insurance under the charter granted to it in 1833. It has paid out over 35,000,000 dollars in claims, and has assets amounting to over 2,000,000 dollars.



A FINE OLD INSTITUTION: THE HEAD OFFICE OF THE WESTERN ASSURANCE COMPANY AT TORONTO.

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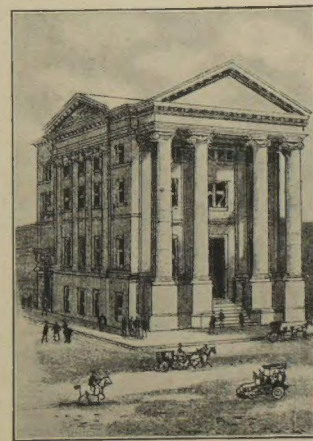
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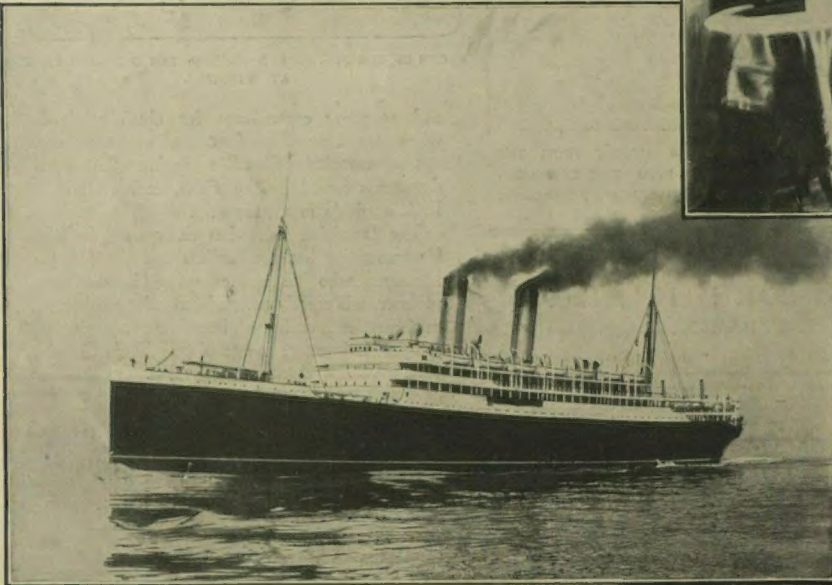


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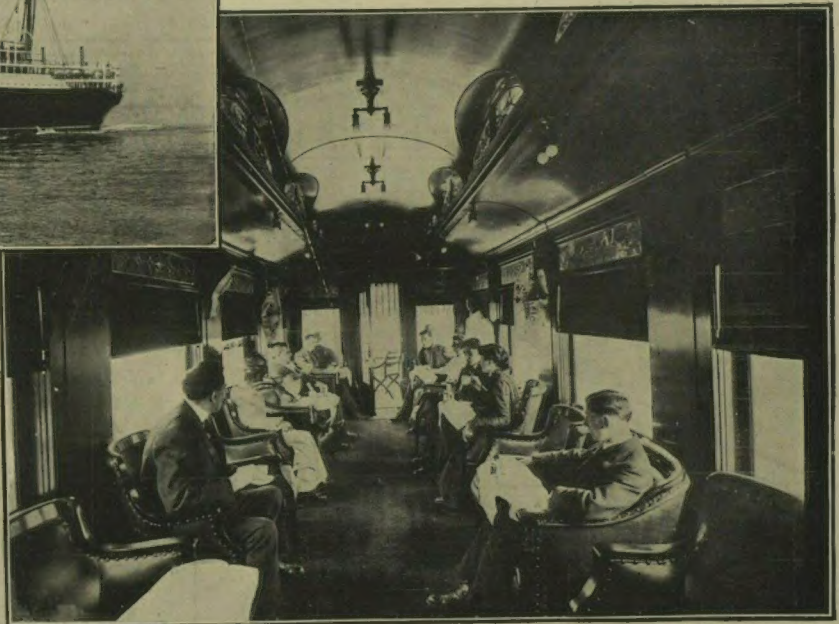
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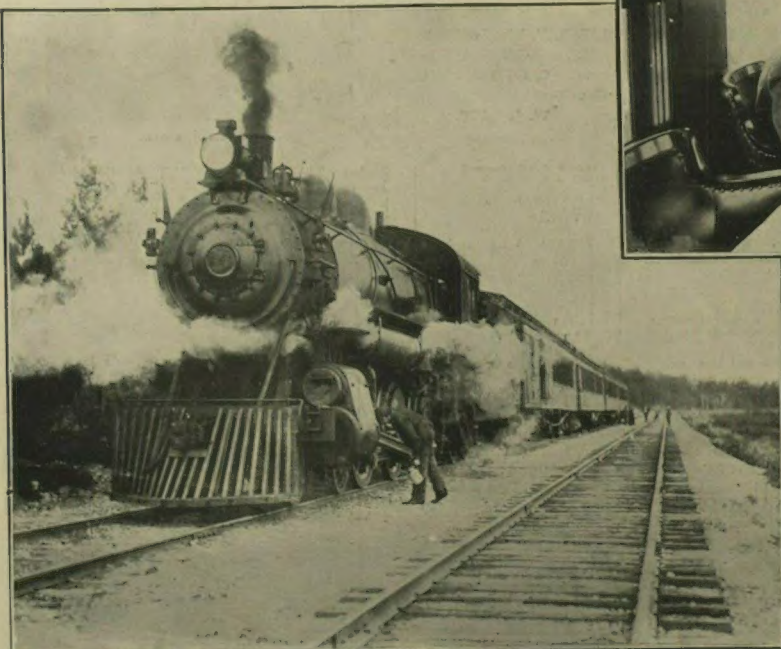
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